

Summary of Submissions - RLTS Strategic Options

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

Submission Number	Name	Organisation	Role in Organisation	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
1	Grant McDonnell	Academia Sans Frontiers World Environment Centre	CEO	Document adequately describes issues	These are supported, with note Objective 5, ensuring sustainability	Option 2 best for the environment, and best for dealing with peak hour traffic	2	Vastly improved bus and rail will greatly encourage public transport use	Harbour as a scenic attraction for bus patrons has been underestimated. Re-route buses to airport around Evans Bay to capitalise
2	Grant McDonnell	see above	see above	Document adequately describes issues	These are supported, with emphasis on Objective 5, ensuring sustainability	Option 2 best for the environment, and best for dealing with peak hour traffic	2	Vastly improved bus and rail will greatly encourage public transport use	Recommends changes to waterfront roading, limiting cross access to improve flows
3	Grant McDonnell	see above	see above	(See comments on submission 2)			2		Changing use of Hataitai tunnel to allow for non-bus uses
4	Grant McDonnell	see above	see above	(See comments on submission 2)			2		Improving Terrace tunnel, by making central lane reversable depending on traffic flows
5	J H Chrishanson	Automobile Assoc.	Wellington Chairperson	Interdependence of SH1 & 2 not adequately addressed. Emphasis on cycling unrealistic	Supports vision, objectives and outcomes	No targets given for timeframes. Some options, such as light rail to Courtenay Place better dealt with by bus lanes	2	Conclusion on Option 2 is too simplistic. If public transport adequately improved, may result in greater reduction of congestion than theorised	Strategy is important first step, but requires more indepth study
6	Joe Daly	Business Hutt Valley Ltd	Chief Executive	The focus on the major corridors is important, but should not be at the expense of linking roads, such as from SH2 and SH1 to Seaview Industrial area. Needs to be a stronger statement regarding civil defence issues and the road and rail network	Objectives need to be realistically achievable (such as objective 2 with regard to casualty reduction)	Interconnections of corridors need to be addressed, not just the major corridors (integrating the roading network as a whole)	1	Should be addressing transport infrastructure in the future over a period greater than 20 years	
7	Chris Watson	C Watson Consultancy Ltd	Architect	Neglects rising costs in oil	Transport should not be seen as the objective. New-urbanist planning principles should be utilised to avoid the need for new transport	Environmentally friendly alternatives are necessary to benefit congestion, environment and make the city more liveable	2	All options fail as they rely on oil, and do not meet objectives of sustainability	Creative thinking and leadership required to improve sustainability and quality of region
8	Bob Henare	Capital and Coast DHB	Chair	Desires a RLTS that supports and improves health and independence of people within the region. Health issues require greater consideration, including the benefits of active transport such as cycling, walking and public transport, and the need to provide for an aging population and those with long term illnesses	Have particular interest in objectives 2, 3, 4 (in terms of health). The strategy should encourage working together of regional councils and DHBs. Overall supports the vision, objectives and outcomes of strategy	Option 2 best supports objectives of DHB given its greater encouragement of public transport, cycling and walking	2	There is an oversimplification of the trade off between roading and passenger transport investment. A number of city/district councils in region have cycling strategies under way, reflecting a greater trend towards cycling than the RLTS	A full health and disability impact assessment is required to ensure health of region

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9	Neville Hyde	CentrePort Limited	Corporate Advisor	Congestion and freight access issues need to be considered. A more holistic approach including rail and roading (esp in terms of freight) should be considered	Objective 2 is unrealistic, given existing investment in roading has not been adequate to prevent casualties	Important not to lose sight of gradual improvements, such as along SH2	1	Despite restricted funding for 10 years, this should not stop planning for beyond the 10 year timeframe. Large infrastructure projects have significant lead times, so it is pertinent to address this now	Inadequate investment in infrastructure will affect the ability of CentrePort to perform
10	R. A. Jessup	Coastal Highway Group	Spokesperson	Issues adequately described	Supports the vision, objectives and outcomes, noting the outcomes are not all of equal value	Options seem rather simplistic	3	Whether the outcomes can be achieved is dependent on analysis from sufficient information. At the moment not enough information has been provided to ensure an accurate assessment of the outcomes	Analysis in this document has been too broad. Questions its value
11	Alastair Smith	Cycle Aware Wellington	Secretary	Greater facilities for cyclists and integration of cycling with public transport is required	Obj 2 should result in increased education and engineering initiatives to help cyclists, while obs 4 & 5 should take into account health and environmental benefits of cycling respectively (CO2 etc)	Outcome 4.5 could be better integrated into strategies through improved cycling facilities and routes	2	Does not agree with conclusions, strongly disagreeing with idea that cycling will decline, given its increase in popularity over the years	Overall, a greater emphasis on cycling is required. Advocate any plan that improves CO2 emissions and reliance on fossil fuels
12	Gerry Pallo	Eastern Ward Committee, Hutt City	Deputy Chairman	Freight to and from Seaview/Gracefield needs to be considered as an issue, along with the use of rail for freight movements	Vision, objectives, and outcomes are OK but should incorporate ideas of maintenance, congestion, emissions and safety	Commercial traffic outside of peak periods should be addressed in these options	2	Conclusions as stated are too simplistic. Should address enhancement of region's economy	Growth Framework principles for the region should be created first through the Wellington Regional Growth Framework, then the RLTS should be created with these ideas in mind
13	Paul Winter	Employers & Manufacturers Assoc. Central	Chief Executive	Document accurately describes issues. Believes Council should go further and plan for longer term, taking into account future land acquisitions, longer term population and funding matters	Supports vision, concerned that no weighting applied to objectives and outcomes. Notes that efforts towards one objective may assist another.	Insufficient information provided to assess options. The options should not be constrained by prospects of government funding	1	Careful consideration of funding and the social and environmental effects is needed. Public transportation is a costly exercise, and user preferences for private vehicles can't be ignored	Level of consideration of SH1 as a matter of national importance (RMA) may not have been adequate. Further enquiry into funding alternatives is necessary, such as tolls, congestion charges and use of levies/taxes
14*	Nick Clark	Federated Farmers of New Zealand (Inc.)		Agrees that efficient transportation is necessary - with particular regard to shifting freight (economic benefits). Failure to address links to Wairarapa requires redress	Agrees that outcomes are reasonable. Wants to ensure that travel demand management outcomes will not result in increased costs to rural users	Sees that advanced roading is best, believes that environmental issues related to it are overstated	3	The RLTS conclusions are too 'urban-centric' and need to consider rural issues more. Support increased expenditure on roading however	
15	Robin Gunston	Future Thinking Aotearoa	Chairperson	Wairarapa connection and Cook Strait connections not adequately addressed	Outcomes are too simplistic, and do not relate to one another	Scenarios provided do not take into account potential developments in technology over next 10 years		The conclusions are based upon assumptions that may be wrong	More local knowledge should be incorporated into the RLTS
16 & 16A	Brent Skinnon	Health Sponsorship Council	Programme Director, Walking & Cycling	Issues adequately described	Supports the vision, objectives and outcomes	Outcomes 4.3 and 4.5 are missing from the strategic options	2	Does not agree with conclusions. Believes that the impact study applied to Option 2 is flawed and biased against cycling and walking. Money could be better invested in improving perceptions and education of people on the options of cycling and walking	

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16B*	Roland Sapsford	Heartbeat Wellington		Role of rail freight appears to be understated		Concern at low level of mode shift generated by modelling and believe seriously understates the actual impact of a significant investment in passenger transport together with TDM	2	Strategy should adopt series of targets based on reducing share of trips by single occupancy vehicle and develop investment scenario based on these targets being achieved. This approach adopted by global cities has achieved considerably greater mode shifts	Wellington ought to aim to be world leader in sustainable transport
17*	Anne Redgrave	Horizons Regional Council	Team Leader Transport			Option 1 will provide necessary improvements in access to the Wellington region while still maintaining current passenger transport usage	1		Any transport improvements to the Wellington Region should consider and flow into adjacent regions
18	Ross Nicholson	Horowhenua District Council	Manager Community Assets	Agrees with summary of issues. Believes considerations relating to Wellington transportation are important beyond the region	Transport linkages beyond Wellington Region need to be considered	Concerns that Option 2 may result in reduction in roading improvements		Require further details before can offer opinion on conclusions	
19	David Peirse	Human Rights Commission	Solicitor	Issues of accessibility for disabled people is not taken into account	Concept of the 'accessible journey' for disabled people is necessary		2	Option 2 would provide the best accessibility for disabled people. Need to query assumption that this will significantly increase congestion	
20*	Sharron Cole	Hutt Valley DHB	Deputy Chair			As that greater consideration to cycling, walking and public transport be given	2	Recommends that Option 2 be further developed	Requests that a health assessment of the proposals be carried out. As all three options fail to meet targets of Kyoto Protocol, there is an urgent requirement to address this and related environmental issues
21*	Mark Dacombe	Kapiti Coast District Council	Chief Executive	This strategy should have a longer emphasis than ten years. Road congestion should not be the overall framework driving strategic direction. Impacts on communities also needs to be considered		3 options oversimplify choices available to the public. The options are based upon specific projects, which could signal an intention to carry out each specific project instead of relying on more detailed studies	No specific option preferred. More detailed information and alternatives need to be provided		Linkages between the corridors are important, along with the development of adequate rail services and infrastructure
22*	Betty van Gaalen	Kapiti Coast Grey Power Assoc. Inc.	Spokesperson for Local Body Affairs	Issues are well stated. Importance of safety, access and reliability well highlighted	Support vision and objectives, believes Objective 3 could be stronger	Careful consideration of the investment needs to be considered. Is widening the rail tracks to cater for light rail the best option in light of proposed Johnsonville line carriage upgrades?	Not prepared to support any option	Need to recognise social impact of proposals, address who will pay for proposals. Question how "Planned Investment Scenario" can be the best option when Western Corridor Study is not yet complete	Request that an "Affordability Study" on people's ability to pay for transport improvements be carried out
23	Susan Shingleton	Kapiti Community Health Group Trust	Manager	Issues need to consider safety in the community - good urban design would reflect this	Important to develop a scenario that reinforces the vision, objectives and policies as stated	Accessibility of public transport to a range of facilities is important for an aging population	2	The options need to be more flexible and take into account the needs of individual communities more	Supports both the concept of 'Corridors' and the development of alternative routes

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24	Janet McDonald, Elisabeth Mikkelsen	Kapiti Cycling Inc.	Chair (Janet), Elisabeth (Secretary)	Consultation document lacks an analysis of impacts such as shift to more efficient cars, future laws on emission standards, increasing cost of petrol	Disagrees with some details, such as that slips are disrupting rail services. States that as Wgtn area has greatest level of public transport usage, that this is an indicator of willingness for greater usage of public transport than identified by the strategy. Objective 4.2 should read "increased peak period mode share".	If vision and objectives of strategy are to be met, Option 2 is the best	2	How is the conclusion made that Option 2 will result in significantly worse congestion? Why is cycling expected to decline in all scenarios?	Petrol costs are rising, which may force more people into public and active forms of transport
25*	Geoff Gregory	Kapiti Environment Action Inc (KEA)	President	No mention of Transmission Gully issue is disappointing	Two way interaction of traffic (involving working from home, decentralisation of facilities) should be considered in Obj 3. Believe it is hard to think economic sustainability will not impact upon environmental sustainability, and thus the vision is unrealistic. Objectives 1 and 6 are too Central Wellington-focused				Asks that Western Corridor Study be incorporated into this consultation document when completed. Environmental factors are not adequately considered, including greenhouse gas emissions, and environmental hazards
26*	Ian Hunter	Land Transport NZ	Partnership Manager Central	Requests that a longer term strategy be created. Issues of community severance in relation to SH1 and rail are not addressed. Section 2.2.8 should be standardised with Appendix 1, which identifies principles for transport sustainability	Vulnerable groups of pedestrians such as elderly, children, etc, should be included in Section 4.4, 4th bullet				The term transport 'route' should be replaced with 'corridor' when referring to SH1 & SH2. No discussion is made on potential for fuel price increases
27*	Paula Warren, Ralph Chapman	Living Streets Wellington		The description of environmental sustainability used is not adequate, failing to take into account depletion of fossil fuels, land use, and integration of considerations. Efficiency, safety & human health, pedestrian issues, and equity of access, are all important issues to consider	Vision focuses too much on 'prosperity' rather than other goals - more balance, with increased weight on environmental and social outcomes is necessary. Obj 1 should emphasise increasing efficiency and liveability. Overall the objectives need to be less limited in their consideration, taking wider views of the issues and integrating concerns	Main concern is that strategic options do not take into account Appendix 1 of the consultation document (sustainable transport system principles). The focus is too much on fewer larger projects, and should cover a wider range of initiatives, including cycling, walking etc	Cannot endorse conclusions reached	Assessment against the indicators seems flawed. Option 2 scores the most against assessment criteria, yet option 1 is noted as preferred	Integration and wider consideration of options needs to be carried out, including the concept of a 'liveable' city, revolving around safety, quality urban environments and planning
28	Michael Cunan	OnTrack	Policy Advisor	Further analysis on role of rail freight is required	Broad support, but requests more analysis of note of rail freight	Mention of current and future rail freight required	2	Inclusion of rail freight	Seeks acknowledgement of National Rail Strategy and improvements by ONTRACK and Toll Rail; increased rail freight, especially to CentrePort
29*	Russell Morrison	Paramata Residents Assoc. Inc.	Vice President			Not enough information provided to adequately assess the scenarios and choose			Critical of analysis and use of indicators. Questions where 'affordability' figure came from. Believes inadequate information has been provided to public for their comment to be useful

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30*	Lynette Wharfe	Pauatahanui Residents Association	Chair		Supports in general. Needs to consider wider network along with major transport corridors. Concerned that the outcomes may not achieve the desired vision and objectives				Requests that any final decision for the Strategy be delayed until a decision has been made on the Western Corridor Study
31	B. A. Yandle	Pinehaven Progressive Association	Committee Member	Issues adequately described	Supports the vision, objectives and outcomes, but want care to be taken that Wellington CBD is not given too much precedence over other centres in the region		1	Agrees with conclusions	
32	Dominic Baron	Pinehaven Progressive Association	Secretary	Issues adequately described	Supports the vision, objectives and outcomes	Options are too limited, with investment in railway deficient. Commuter services should be extended to Waikanae, Timberlea and the airport respectively	2	Recommends avoiding CO2 emissions issues currently, instead working on significantly improving railway infrastructure	Lack of funding available is a serious constraint to improving the infrastructure
33	Roger Blakeley	Porirua City Council	Chief Executive	East-West connections require greater consideration, along with the issue of freight. The strategy should link the natural environment, land use and transportation to create sustainability	Connection needs to be made between this Strategy and the Wellington Regional Strategy. Little consideration is given to the impacts of transportation on communities or people: Objective 4 should include reduced effects on communities and the physical and living environment. Objective 5 should include a similar statement. An "Environmental" outcome should be included taking into account communities as well	The wider selection of roading choices are not adequately compared in any of the options. The Council's policy is that: -any transport solution should support economic growth and other goals of the Wellington Regional Strategy -any solution should be effective -there is a need to reduce reliance on any single route -imposed timeframes and lack of cost details should not constrain choices -Transmission Gully is the only effective solution	None of the options in their present form are acceptable	Option 1 is most likely to provide the best balance of public transport and roading	
34*	Dr Rob H Beaglehole	Regional Public Health, Hutt Valley DHB	Policy Coordinator	Too great an emphasis on congestion as an indicator of transport performance		Recommends Option 2, with the proviso that it is strengthened and developed further. Disagrees that increased expenditure on roads will reduce congestion	2	Greater use of public transport will help those who cannot afford private vehicles, or who are not able to use one. Health benefits will result from movement away from private vehicle use	Public transport and active modes of transport (walking, cycling) should be encouraged by the creators of this document. Submitter emphasises health benefits/inequalities, access needs and climate change as significant issues in this detailed submission.
35	Tony Friedlander	Road Transport Forum NZ	Chief Executive Officer	Letter only - thanking for information sent					

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36*		Seaview/Gracefield Business Group		Mentions issues specific to Gracefield and Seaview, including flooding and adequate road access		In particular supports planned upgrades of SH2 along Hutt Valley and the development of a Petone/Granada link			Provides a detailed discussion of the importance to the region of the Gracefield/Seaview industrial area and its development
37		SF Wairarapa		Issues adequately described	Supports the vision, objectives and outcomes	The region faces significant barriers to creating an extensive roading system, thus more emphasis should be placed on the rail corridor	2	Agrees with conclusion, noting that if people are to use more public transport that incentives need to be provided. Green house gases need to be reduced	More passenger transport services between Wairarapa towns is a must
38	Nicholas Hill	SPARC	Chief Executive	The infrastructural constraints in the transport corridors that impact on cycling are not considered. Wellington CBD is not adequately described in a manner that acknowledges the role of pedestrians and cyclists	Supports the vision, objectives and outcomes. Section 175 of the Land Transport Act 1998 provides requirements for an RLTS, and questions whether the 3 options meet these requirements.	Believes none of the options are fully consistent with complimentary regional or national strategies, such as the Greater Wellington Regional Cycling Strategy or LTCCP.	2	Conditionally supports Option 2 based upon lower greenhouse gas emissions, but believes rise in petrol price should be taken into account	
39	Quentin Duthie	Sue Kedgley MP and the Wellington Green Party	Sue Kedgley's Assistant	Lack of consideration for rail to Wgtn airport. Topographical constraints of CBD mean that building more roads is undesirable. Further regard should be given to increasing rail network instead of maintaining rail network (double tracking, light rail to Wgtn suburbs)	Economic prosperity not the goal itself but one factor within sustainability. Objective 4 should include ideas of near-zero emission transport where possible	Strongly support Option 2, and believe that analysis of it is false in contesting it will increase congestion. If public transport is attractive and well priced, people will use it	2	Rising oil prices, coupled with onus to reduce CO2 emissions will result in Option 2 becoming more realistic. Wellington has potential to electrify a large portion of its public transport to further reduce emissions	An additional outcome should be strictly limiting new roading projects. Attention should be placed on reducing roading demand and maintaining the existing network. Other outcomes should include reduced emissions, improved health
40*	Graham Taylor	Transit NZ	Regional Manager	Agrees with issues, recognising that we cannot continue to build our way out of traffic congestion, and that a sustainable transport infrastructure is necessary	The outcomes of the Western Corridor Transport Study, and Ngauranga to Airport Strategic Study should be integrated into this document when they are completed. A regional roading heirarchy should be adopted into the Strategy.	Freight movements need to be reviewed in greater detail, looking into the potential for greater railway freight in future.	1	Based on the analysis, agrees in general with the strategy, and the balance between roading and public transport improvements	Notes importance of linkages between the Regional Land Transport Strategy and the Wellington Regional Strategy. Inadequate analysis and discussion of freight options
41*	Graham Taylor	see above	see above						This submission relates to Wellington Regional Strategy Discussion Document. Further integration of land use and transportation planning is required. A roading heirarchy is considered necessary to ensure SHs have weighting placed on their development

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42*	Adrian Webster	Transmission Gully Action Group Inc.	Chairman	Civil defence issues are not adequately addressed	Better integration within the road network, and as a whole, with passenger transport should be addressed, along with civil defence considerations	Money is allocated to public transport, including rail, yet no considerations are given to whether money would be better spent on buses vs rail. Strategic options fail to address importance of linkages between SH1 & SH2	Premature to support any options until adequate info provided	Comprehensive study of all options needs to be carried out to ensure best strategy is put in place	
43*	Brent Efford	Transport 2000+ NZ	Co-ordinator	Longer timeframe should be addressed in strategy (eg 50 years). This document makes little reference to issues that will be faced over next 50 years, such as last of population rise, aging population, drop in oil availability	Sustainability not correctly defined - needs to address long term and future risk issues. No linkages between urban form, sustainability and future risks addressed. Objective 5 needs to address environmental sustainability, recognising human environment and demographic issues. Overall objectives are worthwhile, but not followed through in rest of report.	Public transport usage should increase more than stated in the Strategy. Supports light rail, but believes it should be encouraged more	2 - though environmental sustainability needs to be considered more	Disagrees with conclusions, long term issues (50 year timeframe) are not addressed, or integrational issues. Strategy is based upon 'business as usual' scenario of growth	Generally critical of the analysis undertaken, and provides considerable commentary
44	Lachlan Wallace	Upper Hutt City Council	Director of Infrastructure Services	Bias towards western corridor over SH2 issues, issue of alternative routes during a disaster not considered	Supports vision and objectives	Information provided insufficient to adequately assess options	1	Agrees with conclusions drawn at end of document because of close association with Strategy's development, but believes average reader would have insufficient information	Considers the options are based on Greater Wellington opinion, not fact
45 & 45A	Winifred Long	Victoria University of Wellington	Commercial Manager Facilities Management	Issues adequately described	Supports the vision, objectives and outcomes		2	Although option 2 will result in increased CO2, it is clear that the other options will result in even more CO2. This should be illustrated as is currently misleading	VUW has a range of campuses. Public transport and road links between these campuses and other facilities should be encouraged, along with safe walking environments and subsidised costs for tertiary students
46	Joy Cooper	Wairarapa DHB	Director, Planning and Funding	Roading issues for Wairarapa not adequately addressed. Access and mobility issues for rural communities require more thought (GWRC contribution to community/volunteer transport in lieu of formal transport should be considered)	Objectives of the NZ Disability Strategy and Positive Aging Strategy should be addressed. Objective 8 could reference this specifically. Supports obj 4, but believes it is given less importance than the others	Further analysis of the three options is required. While acknowledging the need for roading improvements, strongly encourages Option 2 to be adopted. Passenger transport infrastructure improvements would encourage greater use of non-private vehicle transport	2	Disagrees that it is not possible to reduce greenhouse gas levels to those of 2001. While difficult, an imaginative response could work	It is not clear how this strategy will improve transport over the next ten years. Rural needs of the Wairarapa need to be taken into account
47	Jim Weston	Wairarapa Federated Farmers	President	Accident hold ups should be considered, and reducing ribbon development and access to highways	Introduction of user pays and equitable funding should be considered		N/A	Expenditure on trains should aim at reducing breakdowns first. Higher density housing in Featherston and Masterton needed	

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48	Greg Campbell	Wellington City Council	Principal Strategic Advisor	Is in general agreement with issues. Disappointed that no supporting data or analysis is provided to underpin these issues. General members of the public would not have adequate knowledge of the issues	Council has no objections to vision and objectives. Outcomes should focus on integration of land use planning with transport planning. This could include reinforcing and improving compact transport corridor form and designing major roads to support region's centres and ensuring transport infrastructure keeps pace with urban development. The quality of infrastructure is also vital. Section 4.2 could include "Improved quality of buses, rolling stock and supporting infrastructure"	For roading projects, the effects of changes to SH1 on the wider roading network into Wellington City needs to be considered to ensure linking roads have adequate capacity. Benefit-Cost Ratio considerations are important. Will rail patronage rise as much as expected? GW's own modelling suggested a lower rate of increase than provided for in the strategy. Funds may be better spent elsewhere	1	Supports the general direction of the consultation document, however would like to see amendments made to outcomes (as per comments in submission)	Stresses that supportive submission does not mean support for specific individual projects
49	Di Buchan	Wellington Civic Trust	Chairperson	The location of the Wellington City Rail Station should be further considered, along with plans relating to Wellington City's 'City Gateway' project on the existing railway yards	Supports the vision, objectives and outcomes, their long-term value is obvious	The options provide a useful broad clustering, but different combinations could provide better results	2	Traffic congestion need not significantly increase under Option 2 given the increase in fuel prices	Present Wellington Railway Station location historical rather than logical - should be moved further through the CBD
50	Chris Dillon	Wellington International Airport Limited	Airport Planner	Issues adequately described	Supports the vision, objectives and outcomes	Strategic options capture the general range of options available for the area	1		Improved access between the airport and CBD is necessary for consideration. A balanced approach should be taken to ensure adequate physical infrastructure as well as adequate public transport
51*	Charles Finny	Wellington Regional Chamber of Commerce	Chief Executive Officer	Issues and solutions only superficially described	Increased expenditure on infrastructure is important for regional growth. The outcomes suggested include improving regional prosperity, giving users choices, making transport safer, contributing to sustainable resource management and business growth, and to public health	Advanced Roothing option would more effectively channel funds into roading improvements, while still allowing substantial investment in public transport - Basin Reserve to Airport link is a high priority	3	Choices in the decision should rely on the economic growth accommodated, funding (alternative or otherwise), minimum standards for public access, emissions and other environmental standards	Risk management strategies should be carried out, finance options considered, results anticipated from varying levels of investment. A comprehensive submission with considerate detailed commentary.
52	Warwick Taylor	Wellington Residents' Coalition	Correspondence Secretary	Issues adequately described	The vision should be reworded to replace 'prosperity' with 'people'	Broadly acceptable, however lack adequate detail for any final appraisal	2	More recognition required for potential fuel shortages in future	
53	Jill Berridge	Western Ward Committee, Hutt City Council	Chair	Issues adequately described	Supports the vision, objectives and outcomes	Disagrees with the exclusion of pedestrian and cycling initiatives from the options	1	Disagrees with comment that cycling levels will decrease. If petrol prices continue to rise, then cycling and pedestrian numbers will increase	Poor cross valley links, and the lack of an integrated ticketing system for public transport is a hindrance. Transmission Gully is a necessity.

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54	Deirdre Dale	Whitireia Community Polytechnic & Wellington Regional Tertiary Education Cluster	Chief Executive and WRTEC Chair						Wellington Regional Growth Strategy should be linked with the RLTS. An integrated regional strategy is vital. Offer subsidies for public transport to sector groups (e.g. education)
55*	Alan Waller			Not specific enough, especially with regard to public transport	Does not support vision and objectives	For public transport to be viable it needs to be customer oriented	2	Effective and efficient public transport is required	Strategy appears vague. Who can taxpayers hold responsible for decision-making?
56	Brian Phillips			Supports issues, would like them prioritised: 1 Safety, 2 North South Access, 3 East West Connection, 4 CBD	Priority should be placed on access, mobility and reliability in order to assist regional development	Has no strong comments either way	1	Agrees with conclusions drawn at end of document	Should consider longer term potential for both the coastal highway being initially developed, with Transmission Gully later
57	Bryan Helm			Issues adequately described	Supports the vision, objectives and outcomes	Option 1 appears to provide the best option as giving something for everyone. Advanced Roading Option least acceptable	1	Fuel price increases will likely encourage more cycling than anticipated in the strategy. Should consider special roading for cycles	Greater public transport use could be encouraged through appropriately targeted services and incentives
58	C Frecor			Document adequately describes issues	Too much focus on roads	Focus still on roading and private car transport	2	Does not agree with user preference for private vehicles. Strategy is biased upon keeping with status quo	Suggests improvements to rail, walking and cycling systems
59	CJ Strachan			Issues fail to consider future problems such as petrol prices rises	Agrees with objectives, adding that they need to consider road safety more widely (eg cycle safety, public transport safety)	Wary of deterioration of public transport assets	2		
60	Cliff Mason			Issues adequately described	Supports the vision, objectives and outcomes		2	Assumes that private car usage will grow (failing to take into account rising fuel prices/shortages). CO2 emission standards should be taken into account	Population growth projections show only a small increase for region. Instead of providing more roads, the added congestion may result in more people voluntarily using other modes of transport
61	Damian Stewart			Impact of rising oil prices should be incorporated into issues, and factored into the strategy	Mostly supports, but believes that passenger transport peak mode share (outcome 4.2) should be enhanced rather than maintained	Need to properly take into account peaking of oil prices in the future	2	Need further explanation of how option 2 will increase congestion - this does not seem realistic	The potential for a drastic shift in energy usage over the next decade or more has been underestimated. The RLTS fails to take this into account
62	Daphne Grant			Projected increase in train patronage is far too low	Supports vision, objectives and outcomes	Additional train services to Wairarapa are required within 14 months time	2		Current rail situation from Wairarapa is inadequate. A short term solution should be implemented while longer term is under consideration. A meeting with train commuters would be appreciated
63*	Derek & Rosemary Robinson			Sustainability of the communities affected by transport proposals needs to be considered					Inadequate information has been provided relating to environmental, economic, geographical, and sociological data to ensure a complete strategy
64	E Wharhon			Should consider Wellington-Otaki road, reducing central city bus congestion	Supports, with concerns about congestion and inner city bypass, dangers of cycling within the inner city		1	Conclusions too simplistic, population too small to support public transport off peak	Motor vehicles are a necessity for Wellington, given lack of public transport available during evenings and weekends

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65	Ellen Blake			There is an over-emphasis on transportation corridors, rather than cross linkages between areas	Questions 'prosperity' as an overall objective. Accessibility should be about more than public transport, with local communities being considered as well as the wider region	Does roading maintenance/improvements include providing for footpaths?	2	Questions whether more roads will improve traffic safety. Need to be creative in use of Option 2 to find ways to reduce greenhouse emissions	Social and environmental sustainability issues need to be addressed in the Strategy. Better urban design may assist, as opposed to more roads
66	F Lee			Believes that improving rail services is most important issue, as this will relieve road congestion	Objectives too general, without knowing how they will be achieved it is hard to say whether support or oppose	Supports public transport and funds going into this, along with encouraging walking and cycling	2	Believes best solution is Advanced Passenger Transport option	Document hard to follow
67	G P Doring			Issues adequately described	Supports vision, objectives and outcomes	Wishes linkages between Kapiti/Porirua and Hutt Valley to be considered more	2	Agrees with conclusions	Supports Transmission Gully as an alternative route in times of emergency. Wants better connection between SH1 and SH2
68*	Gerald Davidson			Document appears based upon the assumption of cheap oil.		The document should include further comment on more freight being taken on rail, and the construction of new rails, including to the Gracefield industrial area, and connecting Porirua with the Hutt Valley			
69	Geraldine M Laing			Issues mostly adequately described, need to include civil defence related issues	Investment in rail more important than roading	Reverse allocations between roading and public transport	2	Petrol price rises may result in Advanced Passenger Transport scenario not increasing congestion	Integrated bus repair and storage facilities at Hutt Central Interchange
70	H F Royds			Adequate information on passenger numbers on rail is required, along with review of size of trains	Objectives detracted from by failure to provide for adequate parking in city and at rail stops. Safety along Coast Road also a concern	Questions affordability of proposals. Safety threatened by slow road upgrading/congestion and any reduction in proposed road upgrades	3 (plus buses on suitable roads)	Review of costs required. User preferences are most important, with cycling overemphasised	Need to ensure that any works will provide useful economic and public benefits
71	J C Horne			Issues do not consider Kyoto Protocol and petrol shortages, disposal of unwanted vehicles, loss of land to roading	Objective 2: replace "improves and achieves" with "meets and exceeds". Standardise style of objectives, starting with words such as "Aid", "Achieve" and "Avoid"	Option 2 is too timid, other two options too excessive on roading expenditure	2	Believes that user preference for private vehicles will wane with higher petrol prices, and that is unacceptable to reduce expenditure on public transport	Learn from past failures, and adopt GWRC's moto "Towards a sustainable region" when creating this strategy
73	Jenny Rickit			Issues relating to aging population and people with disabilities not adequately addressed - these people not adequately consulted with	Outcomes have not been reflected in the strategies with regard to aging population and disabilities	Further consultation with people with disabilities, and the elderly is required to ensure public transport options are suitable	2	Accessibility, affordability and environmental soundness of transport systems has not been adequately assessed	Points out that elderly and disabled people cannot cycle or use all present public transport. Some provision for cars would still be needed for these people
73	JIM			Issues adequately described	Supports the vision, objectives and outcomes	Track capacity of rail should be improved, and Johnsonville line improved to allow access for rail units that use Hutt Valley line for example	1	Agrees with conclusions drawn at end of document	

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74	John Pettigew			Issues adequately described	Supports the vision, objectives and outcomes		2	Believes that in the long term, that Option 2 will become more appealing as petrol prices rise	Lack of inclusion of motorcycles as a transport option for some
75* & 75A*	Joy Gray			Civil defence issues not adequately addressed. Linkages between the main corridors are not adequately addressed either. An integrated holistic approach to the region's transport needs is required	Public health and environmental sustainability are listed as objectives, yet there are no criteria for assessing them. The achievability of the objectives is questionable based upon the 3 options provided.				
76	Keith Budd			Document adequately describes issues	Supports vision and objectives		2	The effects of fuel price increases, improved public transport, newer cars will reduce CO2 levels	Desires tram service in inner Wellington, and peak hour tolls
77	Kelly Buchanan			Inadequate consideration of petrol price rises	To list increased car ownership as a positive indicator is strange. Increased peak share of passenger transport should be a desired outcome, not merely maintained	Options are far too biased in favour of roading	2	Still not considering adequate measures to encourage use of passenger transport	Central Government should provide more funding for public transport than roading
78	Linda J Hobman			Issues adequately addressed	Supports vision, objectives and outcomes	Light rail should be extended to airport	2	Greenhouse gas emissions need to be considered. Advanced Passenger Transport option should be taken up	Commuter input should be included in the development of the Strategy
79	Luci Highfield						2 (this scenario does not go far enough however)	Conclusions about Option 2 are incorrect. Hard to accept that a sustainable public transport system would create more CO2 than increased private vehicle traffic	
80	Melanie Hutton			Issues adequately described	Agrees with vision, objectives and outcomes but believes more weight should be put on issues of CO2 emissions	Options cover the bases	2	Strongly believes cycling should be increased. If public transport was more integrated and established then the assumption that congestion may worsen should change	
81	Michael Cooper			Issues fail to address Kyoto carbon dioxide emission targets	Short sited vision fails to prepare for petrol shortages	Fundamental change in design of urban areas required (as opposed to roading based solutions)	N/A	Does not agree with conclusions	Consult Green Party's transportation strategy
82	MJ Williams			Issues not adequately described. Only total costs are given as opposed to detailed cost comparisons. Until the Gully vs Coastal Highway issue has been resolved, it is likely that all other issues will remain sidelined	Agrees that the CBD is heart of Wellington and that northern arterial routes should be the focus	Disagrees with the double tracking of north bound railway from Pukerua Bay to Paekakariki. Questions Advanced Roading Option budget, and the differences between this and the Planned Investment option. Cycling has too much attention. Benefits of increasing range of transport options available to commuters need to be reviewed	1	Comparison with overseas transport systems should be used carefully, given differences in populations and GDP	Need to adequately determine whether Gully or Coastal option is preferred. Recommends public inquiry into conduct of the proposals. Provides a large number of detailed comments

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83	Nick Fisher			Incongruencies with information supplied in LTCCP. Additional issue should relate to greenhouse gases and fossil fuel consumption	General agreement with these, Outcome 4.1: replace "maintain" with "reduce". Outcome 4.2: replace "maintain" with "increase"	No active planning to increase public transport usage is poor strategy. Improvements need to be made to details of Advanced Passenger Transport option	2	Conclusion bears little relation to previous analysis. Misleading information provided, for example while CO2 levels will increase under all options, Option 2 will reduce the amount of increase. Questions results and analysis of Option 2 against outcomes.	People don't use public transport because they perceive the service as poor. A goal should be to improve the customer service to a level that alters these perceptions
84*	Nicolaas T Francken			Rising oil prices and global warming issues ignored	Concept of a 'liveable' city important to incorporate into these	Requests more consideration of cycling related issues			Raises numerous questions relating to public transport and cycling
85	Annon			Climate change and CO2 should be given greater consideration. Issues fail to take into account integration with urban planning	Vision stated is positive, Objective 2 should result in education, engineering and enforcement initiatives. Outcome statement that "no single outcome can be seen in isolation" is important. Provision for cycling should be seen in this respect			Cycling needs to be given better consideration. Cycling in Wellington has increased since the 1970s.	Cycling and walking can make positive contributions to an integrated, safe, responsive and sustainable land transport system. This strategy needs to reflect this
86*	Paula Warren			Issues need to include status of road network a whole, including both minor and major	Urban form is linked to issues of transport. Safer, attractive, accessible streets will encourage more pedestrian/non vehicular movement		2	A strategy which reduces traffic flows, and overall is focused towards creating accessible, clean transport is required	Supports the submission of 'Living Streets Wellington'. Seeks significant reduction in private vehicle traffic demand and roading and more investment in alternative modes
87, 87A & 87B	Peter Reimann			Civil defence issues need to be considered for SH1 and 2. Believes current roading improvements will have little effect on congestion	Does not support vision and objectives	Some form of congestion charges could be utilised to subsidise public transport	2	Does not agree with conclusions. The decline of cycling should be seen as unlikely	
88	Rosemarie Bowers			Document adequately describes issues	Supports vision and objectives	All options are important to consider as public needs options	2	Agrees with conclusions drawn at end of document	Cable Car should be considered in Plan
89*	Rosemary McLennan								Stresses importance of considering local roads and how they feed into the regional road network as a whole. Notes the inadequacy of footpaths in the Hutt hill suburbs
90	Shona McCahon			Over-reliance on private car use is not raised	Supports vision and objectives	Good public transport should be a national as well as regional issue	2	Need to address CO2 emission levels when considering road and public transport	Suggests that Wellington region's Sustainable Economic Growth Strategy should be linked to the RLTS to encourage an innovative, creative solution to transport
91	Tony Randle			The existing RLTS should be considered as to its efficacy and the themes existing in it.	Supports vision and objectives, with condition that rail objectives appear unnecessary given existence of general public transport objectives	The justification for public transport is seriously flawed. Alternatives should be considered	3	The inclusion of rail in all three options is yet to be adequately justified. Rapid bus transport should be considered as an option	The document is superficial and short on options and information. Submission provides an analysis of current policy and past decisions. Seeks more detailed analysis, particularly in terms of rail-related objectives and options

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92	Trevor Boone			Lack of integration of concepts surrounding transport, such as alternate routes during emergencies	SH1 should be adequately addressed to avoid unreliable travelling times associated with accidents and peak hour movements	Rail has a key role, that is complementary to the private vehicle	1	Environmental and public health/safety appear to have little weighting in conclusions	Does not see coastal route (SH1) as practical
93	William C O'Donnell			Issues fail to consider taxis and shuttles	Supports vision and objectives	More emphasis on alternatives to SH1 required	1	Believes investment in public transport required, encouragement of alternative fuel sources	
94	ditchthesystem@gmail.com			Environment and health issues require greater consideration	Objectives are unsustainable and will increase degradation of environment and health	Kyoto Protocol requires consideration	N/A	Disagrees with conclusions	Highly critical of approach. Believes motorised transport should be done away with and roads should be planted