

Proposed Annual Plan 2011/12

Summaries of submissions and General Managers' responses

Submission Process 2011/12 Annual Plan

Submitter: Calum Revfem

Submission Number: 1

Organisation: Enviro Challenge New Zealand Charitable Trust

Topic: Resource Management - environmental education and community engagement

SummaryID 11070

Summary: The submitter requests that the Greater Wellington environmental education manager meet with the Enviro Challenge New Zealand Charitable Trust to share knowledge and explore opportunities to enhance Greater Wellington's own programmes through collaboration with the Trust.

Response: Greater Wellington is supportive of the aims of the Enviro Challenge New Zealand Charitable Trust, in particular an environmental management and leadership programme in high schools.

Greater Wellington has a successful education programme focussing on primary schools. At this stage there is no intention to move away from this focus. Greater Wellington reviews its programmes regularly and if, at some stage in the future, it was our intention to develop a programme for high school students contact would be made with the Enviro Challenge New Zealand Charitable Trust to share knowledge.

Submitter: Mr Ian King

Submission Number: 2

Organisation:

Topic: Transport - public transport services

SummaryID 11072

Summary: The submitter believes that rail electrification should be immediately extended to Otaki, without double tracking, so every second train to Waikanae could then proceed to Otaki. Double tracking is not needed for 2 reasons:
(a) if the schedule was half-hourly, or even hourly, then the train could travel to Otaki and then proceed back to Waikanae easily within that time frame, and
(b) two of the longest loops (sidings) already exist on this stretch of track at Te Horo and Otaki which avoids issues for passing freight and passenger trains, even if services were upgraded to a higher frequency.

The submitter expresses that Otaki has for a long time been at the extremity of the region and feels like it is often overlooked for the greater good of those further south. The submitter believes electrification of the rail service would make Otaki residents feel more a part of the region and allow for easier connections south. Electrification would be a lot less expensive without double tracking.

Response: Electrification of the rail service to Otaki is identified as a long term network enhancement project in the Regional Rail Plan at an estimated cost of \$30 million. It is unlikely that this project will be implemented for many years. However, Otaki residents can connect with the electrified rail network by travelling to Waikanae by bus.

Submitter: Mr S R McMaster

Submission Number: 3

Organisation:

Topic: Transport - public transport services

SummaryID 11073

Summary: The submitter does not oppose the rates increase to upgrade the trains and other related items, but notes that Otaki does not have a rail service. The bus services provided are of a 'Claytons model' as there is virtually no service from late morning until late in the afternoon.

The submitter expresses the belief that Otaki residents are a 'lost people' due to an apparent preference given to Paraparaumu and Waikanae with regard to public transport services.

Response: While Otaki residents do not have direct access to the metro rail network, they can connect with the metro trains by travelling to Waikanae by bus. Otaki bus services are being reviewed in the 2011/12 financial year to ensure that they meet the needs of the community while providing value for money. The higher level of services at Waikanae and Paraparaumu is simply a reflection of the higher demand in those areas.

Submitter: Mr Mark Greening

Submission Number: 4

Organisation:

Topic: Transport - public transport services

SummaryID 11074

Summary: The submitter states that serious consideration should be given towards introducing a platform based ticketing system for trains (similar to UK and Singapore) to increase efficiency of public transport and lower operating costs.

Response: Greater Wellington does plan to introduce an integrated electronic ticketing system in the region in the medium term, and are hopeful of being able to link into a national scheme being rolled out in Auckland this year.

Topic: Water - planning for future demand and supply

SummaryID 11075

Summary: The submitter states that greater investment in increasing water capacity is required in preference to water metering. Future strategic business advantage (over other cities and nations) will be access to water. Improving storage and risk management from disaster is vital.

Response: Your submission on water supply issues is noted. It is a relatively complex issue as regarding to timing, particularly when major expenditure is required. With regard to water metering, this would be the prerogative of the four city councils within metropolitan Wellington and Greater Wellington will require their views on this before embarking on any significant expansion of the wholesale water supply infrastructure. Certainly, there has been greater emphasis in recent months on risk management relating to disasters, however, for many years Greater Wellington has been carrying

out seismic enhancement work on its water supply system. This work will continue and may well be accelerated.

Submitter: Mr Pat Murdoch **Submission Number:** 5

Organisation:

Topic: Transport - public transport services

SummaryID 11076

Summary: The submitter is happy with the train service between Wellington and Masterton, except on weekends and wonders why a train service is not offered around midday during the weekend.

The submitter requests that the response be in plain English.

Response: Public transport services in the Wairarapa are to be reviewed in the 2011/12 year. However, the provision of any additional rail services will be dependent on the overall rail timetable and availability of rolling stock, passenger demand, and cost.

Submitter: Angela Bray **Submission Number:** 6

Organisation:

Topic: Resource Management - planning

SummaryID 11077

Summary: The submitter asks if Greater Wellington has any plans to include the changes to septic tank registration. The submitter notes that Porirua City Council is currently making changes.

Response: Your comments about septic tank registration are noted. As your submission suggests, City and District Councils are largely responsible for septic tank management and are the authorities that maintain such registers. Greater Wellington only has an involvement if a septic tank has the potential to discharge into a watercourse, in which case a resource consent may be required.

Submitter: Josh Dorgan

Submission Number: 7

Organisation:

Topic: Transport - public transport services

SummaryID 11078

Summary: The submitter wonders why Greater Wellington is raising train fares, noting that service performance is poor and the increase on ten trip tickets targets regular customers who already pay a lot of money into the service. The submitter uses an example of the \$6.50 cash train fare between Wellington and Porirua and compares it to an \$8 fare for up to two hours of travel in Melbourne in order to illustrate how the submitter believes the service to be overpriced.

Response: Greater Wellington is proposing to increase fare revenue to ensure that fare revenue meets our target of 45-50% of the cost of providing services. In deciding what fares to increase, Greater Wellington takes a multi year view, so that the increase takes into account previous fare increases. ten trip tickets will provide a discount of at least 20% of the cash price, with monthly tickets set at three times the ten trip price.

Submitter: Alexander Kane

Submission Number: 8

Organisation:

Topic: Transport - public transport services

SummaryID 11079

Summary: The submitter supports the Regional Rail Package, saying the whole thing is a great idea.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Submitter: Mr Kevin O'Sullivan

Submission Number: 9

Organisation:

Topic: Transport - public transport services

SummaryID 11080

Summary: The submitter requests that consideration be given to extending the existing trolley bus network. The submitter notes that a lot of the infrastructure is currently in place and that extending this network will fit with current thinking around clean green transport solutions.

Response: Greater Wellington is currently reviewing bus services within Wellington City, including all of the trolley bus routes. While some changes to the trolley network may be contemplated, it is unlikely that there will be any major extensions to the network. There are a fixed number of trolley buses available, and any extension to the network will be expensive and meet with opposition from local communities.

Submitter: G Atkinson

Submission Number: 10

Organisation:

Topic: Transport - public transport services

SummaryID 11082

Summary: The submitter provides the following reasons for no longer using public transport regularly:

- poor, erratic service
- no connections with existing Wellington services
- changes too slow, too late and extremely disruptive

The submitter requests that timetables be replaced with frequency tables.

Response: Service connections are an integral part of Wellington's public transport network, and by and large they function well. Public transport services in the Wairarapa are being reviewed during 2011/12 to ensure that they provide value for money will meeting the needs of the community. Ensuring robust connections will be part of the review.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11081

Summary: The submitter wants to know where are the initiatives to enhance and encourage revenue, earnings and productivity improvements. The submitter states that key projects for 2011/12 are increasing barriers to progress and increasing costs.

Response: Grow Wellington, the region's economic development agency, as a number of programmes in place to grow revenue, earnings and productivity. These are in the areas of Centres of Excellence (biotech and life sciences, clean technologies, and screen and digital) and supporting individual businesses to grow. It also supports priority sectors of film, food and beverage, primary, manufacturing and education.

The submitter may wish to visit the Grow Wellington website where these initiatives are described in detail. The website address is:
<http://www.growwellington.co.nz/page/home.aspx>

Topic: Finance - rates

SummaryID 11084

Summary: The submitter believes that rates and compliance costs are crippling the region.

Response: Greater Wellington is fully aware of the financial issues facing the local economy. All spending is thoroughly reviewed to ensure the best value for money is achieved. The annual planning process provides the opportunity for the public to have input into the services provided by Greater Wellington. The proposed rates increase at 4.58% on average across the region is considered appropriate, especially when noting that the new rail package, which will be of considerable value to the region, accounts for 2.60% of the increase.

Submitter: A. D. Walker

Submission Number: 11

Organisation:

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11090

Summary: The submitter supports the Wairarapa Water Use Project because it will be economically positive for the region and increase land use as well as land capital investment - noting that the future energy and food resources will be less certain.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - public transport services

SummaryID 11091

Summary: The submitter supports the Regional Rail Package because energy will be a key issue in the future.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Finance - rates

SummaryID 11092

Summary: The submitter supports the proposed rates because it is always better to invest now before having to later on.

Response: Thank you for your submission. Greater Wellington aims to manage investments to ensure services are maintained at the required standard in the long term.

Submitter: Ms Annette Sanders

Submission Number: 12

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11093

Summary: The submitter objects to fluoridation of drinking water for the following reasons:

- new science proves there is no benefit from swallowing fluoride
- fluoridation creates more health problems than it is alleged to fix.
- fluoridated water is particularly harmful to infants.
- most countries in the world do not fluoridate their water
- fluoride impacts negatively on the environment
- fluoride used in fluoridation is contaminated with heavy metals including lead.
- fluoridation is enforced medication without your consent

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Mr Mark Coburn

Submission Number: 13

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11094

Summary: The submitter supports the study of options for delivering a high quality public transport system, including light rail.

Response: The support is noted.

Submitter: Mr Tom Andrews

Submission Number: 14

Organisation:

Topic: Transport - public transport services

SummaryID 11095

Summary: The submitter requests the addition of extra carriages to Wairarapa line services because these services are overcrowded.

The submitter also requests a mid-afternoon service between Wellington and Wairarapa each day including weekends as well as additional later services on more nights than just Friday.

Response: Public transport services in the Wairarapa are to be reviewed in the 2011/12 year. However, the provision of any additional rail services will be dependent on the overall rail timetable and availability of rolling stock, passenger demand, and cost.

Submitter: Mr Garry Grant

Submission Number: 15

Organisation:

Topic: Transport - public transport services

SummaryID 11096

Summary: The submitter supports Greater Wellington owning the local commuter network.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Finance - rates

SummaryID 11097

Summary: The submitter requests that the Regional Council be mindful of retired ratepayers whose pensions do not keep pace with rate increases.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter: Dr Steven Lee

Submission Number: 16

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11098

Summary: The submitter believes more money should be spent faster on improving the public transport network and that the road network should not be improved in order to encourage more people to use public transport or work from home. The submitter notes that a good public transport network is an attraction of Wellington over other cities like Auckland, but that the network still needs improvement.

Response: The Wellington Regional Land Transport Strategy provides for improvements to the public transport network in the region, especially the rail network. Significant investment is being made into rail infrastructure and services both by the Government and Greater Wellington. This will provide us with significantly improved public transport.

The roading part of our transport network also needs improving after a number of years of under-investment. Projects are currently underway, generally in line with our regional transport plans. These projects will hold steady (but not remove) congestion on our roads during peak commuter times as our population and vehicle numbers rise.

Our goal is to move people from their private vehicles onto public transport where this is a feasible option for them.

Topic: Finance - rates

SummaryID 11099

Summary: The submitter believes that rates rises are all right so long as the money is not wasted.

Response: Thank you for your submission.

Submitter:

Submission Number: 17

Organisation:

Topic: Finance - rates

SummaryID 11100

Summary: The submitter reminds the Regional Council that every time rates go up there is less indulgent shopping. The submitter now has a Gold Card and notes that the shops suffer as spending is decreased.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter:

Submission Number: 18

Organisation:

Topic: Transport - public transport services

SummaryID 11101

Summary: The submitter is frustrated with the focus on motorised transport. The submitter is a dedicated cyclist who was recently knocked off their bike by a bus and notes that the streets in Wellington are too narrow for the current bus fleet and SUVs. The submitter proposes that narrower buses be purchased in the future.

Response: No response prepared as no contact details provided

Topic: Non-Greater Wellington Topics

SummaryID 11102

Summary: The submitter makes several recommendations including:

- that separate cycle paths be created to the detriment and inconvenience of motorised vehicles
- that more streets be blocked off to motorised traffic
- that more dedicated motorcycle parking be established
- that lanes/streets be introduced that are available to narrower buses, service vehicles, motorcyclists, cyclists, and cars with disability or residence stickers only.

Response: We noted that you made several recommendations on matters that are beyond Greater Wellington's area of responsibility. These are:

- that separate cycle paths be created to the detriment and inconvenience of motorised vehicles
- that more streets be blocked off to motorised traffic
- that more dedicated motorcycle parking be established
- that lanes/streets be introduced that are available to narrower buses, service vehicles, motorcyclists, cyclists, and cars with disability or residence stickers only.

We will pass these comments on to appropriate agency.

Submitter: Mr George Hewitt

Submission Number: 19

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11103

Summary: The submitter believes that projects should be pared back in line with costs secured from the New Zealand Transport Agency and not committed to ahead of time.

Response: We do not proceed with projects that are part-funded by NZTA until that funding is approved. However, the timing of decisions does not always enable us to secure the funding for individual projects in time for the Annual Plan publication, so we make assumptions (based on early discussions with NZTA officials) about the likely success of funding applications. If funding is not forthcoming the projects do not go ahead.

Topic: Transport - public transport services

SummaryID 11104

Tuesday, 10 May 2011

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Summary: The submitter states that rolling stock expenditure should be pared back unless the costs can be recovered by fares.

Response: No response provide as no name or contact details given.

Topic: Finance - rates

SummaryID 11105

Summary: The submitter believes that the rates increase is excessive and that rates should only increase in line with inflation. The submitter would prefer that rates be reduced annually by 2% in real terms.

Response: Greater Wellington appreciates the sentiment that rates increases should be kept to a minimum. Targetting increases in line with inflation would be realistic if the services provided were kept at the same quantity and performance level. Greater Wellington continually seeks to ensure that all spending is good value for money in terms of the overall return to the community. The nature of expenditure is such that the services demanded often require significant increases in investment to deliver the outcome. Expanding the flood protection network is an example of this.

Submitter: M. J. Kelly

Submission Number: 20

Organisation:

Topic: Transport - public transport services

SummaryID 11106

Summary: The submitter states that the rail services to Wairarapa need to be improved during the day and late at night.

The submitter believes that rail services should be treated as a social contract because it affects several areas including climate change, sustainability and community support. The submitter would like to see triple bottom line accounting when making financial decisions.

Response: Public transport services in the Wairarapa are to be reviewed in the 2011/12 year. However, the provision of any additional rail services will be dependent on the overall rail timetable and availability of rolling stock, passenger demand, and cost.

While your comments about the social good aspects of rail are noted, Greater Wellington must ensure that the services it supports do provide value for money. At present, while the social and environmental benefits from public transport are recognised, the key focus of the council (and the Government) is to enhance economic development by reducing congestion in urban areas.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11107

Summary: The submitter strongly supports the climate change and water strategies.

Response: The support is noted.

Topic: Community - democratic services

SummaryID 11108

Summary: The submitter would like to see a report in 2012 on progress made on all the proposed projects.

Response: The Council's 2011/12 Annual Report, which will be published in 2012, will provide an update on the progress with the climate change and water strategy projects.

Topic: Finance - rates

SummaryID 11109

Summary: The submitter has no complaints on the proposed rates.

Response: Thank you for your submission.

Submitter: J. R. Symes

Submission Number: 21

Organisation:

Topic: Community - democratic services

SummaryID 11110

Summary: The submitter believes the consultation process is a facade to placate and condition the ratepayers for an intended rates increase. The submitter does not want Greater Wellington wasting money sending out reams of paper which will end up in the recycling bin.

Response: We noted your concerns regarding the consultation process and the cost of sending a summary of the proposed Annual Plan to households. The Local Government Act 2002 sets out the process we must use in preparing and adopting our Annual Plan. This process includes distributing a summary of the proposed Annual Plan as widely as reasonably practicable.

Submitter: Mr Mike Smith

Submission Number: 22

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11112

Summary: The submitter would like to see a ferry service from Miramar wharf to the city as well as light rail to improve access to Wellington City. The submitter also prefers expanding the existing Hataitai tunnel as opposed to building a new tunnel.

Response: The ferry option between Miramar and the Wellington cbd is one that is from time to time investigated as to its feasibility, as signalled in the Ngarauunga-Airport Transport Corridor Plan. It is currently being investigated as part of our Wellington Bus Review project. The outcome of the review should be known by the end of this year.

The Ngarauunga-Airport Corridor Plan also provides for an investigation of high quality public transport options, including light rail, through Wellington City. That study will start in July and investigate the feasibility of many public transport options for the city.

The NZ Transport Agency is currently investigating options for duplicating the Hataitai tunnel. It is not feasible to expand the existing tunnel, mainly for engineering reasons. The Agency is likely to be consulting the community on the tunnel duplication options mid 2011 in association with its proposals to improve traffic flows around the Basin Reserve, although tunnel construction is not expected until at least 2018.

Topic: Water - conservation programmes

SummaryID 11113

Summary: The submitter opposes water metering.

Response: Your opposition to water supply metering is noted. Water metering of household properties could only be carried out by the four city councils within metropolitan Wellington. Before embarking on any major expansion to the wholesale water supply system, Greater Wellington would wish to know views of the four cities about metering domestic properties.

Topic: Non-Greater Wellington Topics

SummaryID 11114

Summary: The submitter makes several points including:

- improve the run down shopping areas in Miramar
- build a swimming pool, more shopping, a shopping mall, restaurant, fun park and a fruit and vegetable market
- put a sign up on the hillside, just not 'Wellywood'
- does not agree with road safety judder-bars around Shelly Bay as this area is used for cycle races
- get rid of the prison and build a casino
- expand Wellington International Airport on the Lyall Bay side
- don't build too many apartments everywhere

Response: We noted that you made several comments on matters that are outside of Greater Wellington's area of responsibility, including

- improve the run down shopping areas in Miramar
- build a swimming pool, more shopping, a shopping mall, restaurant, fun park and a fruit and vegetable market

- put a sign up on the hillside, just not 'Wellywood'
- does not agree with road safety judder-bars around Shelly Bay as this area is used for cycle races
- get rid of the prison and build a casino
- expand Wellington International Airport on the Lyall Bay side
- don't build too many apartments everywhere

We will pass these comments on to the appropriate agencies

Submitter: **Submission Number: 23**

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11115

Summary: The submitter wants the Upper Hutt train station demolished.

Response: No response prepared as no contact details were provided

Topic: Non-Greater Wellington Topics

SummaryID 11116

Summary: The submitter makes several points including:

- make owners more accountable for their un-leased and burnt out shops
- get the ones on PD to clean up the railway lines
- believes Upper Hutt has become a second rate city
- believes the Upper Hutt library is a great place

Response: We noted that you made several comments on matters outside of Greater Wellington's responsibility, including

- make owners more accountable for their un-leased and burnt out shops
- get the ones on PD to clean up the railway lines
- believes Upper Hutt has become a second rate city
- believes the Upper Hutt library is a great place

We will pass these comments on to the appropriate agencies

Submitter: Mr Kevin Ward

Submission Number: 24

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11119

Summary: The submitter believes that Wellington City needs a light rail loop through the city and back along the waterfront, noting that it would be popular but also too costly at the moment.

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for Wellington City. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport.

During the development of the Ngauranga-Airport Corridor Plan in 2007/2008 a public transport route involving the waterfront was considered but was discounted primarily because of the need to maintain the public transport spine through the Golden Mile in order to cater for the majority of trip destinations/origins. However, the option of the waterfront will most likely be reviewed as part of the study.

Topic: Transport - public transport services

SummaryID 11118

Summary: The submitter believes rail services need to be improved to 'tip top working order' and that train staff need to be trained to deal with customers. The submitter doesn't think buses have the right look for a railway system.

Response: Greater Wellington shares your view that train services must be improved, including the customer service provided by train staff. We are working together with KiwiRail to make improvements, some of which are already providing benefits to users, such as the third line into Wellington station. New Matangi trains are now operating on the network and more will be progressively phased in as they become available over the coming months. We also propose to refurbish the GanzMavag fleet to improve reliability and passenger comfort.

Topic: Water - planning for future demand and supply

SummaryID 11117

Summary: The submitter believes another water storage lake or two will need to be built within the next 12 years.

Response: Your submission about water storage is noted. Greater Wellington has completed investigating at a number of options for building a new storage lake or storage dam. More recently, the opportunity to purchase land for a further storage lake eventuated and this is currently under investigation. Exactly when a water storage lake or dam will be built is a balance between the increase in population and the way the community embraces water conservation. However, currently it appears that a significant decision may be required in approximately 2014. Greater Wellington expects to provide more information next year in its Long Term Plan.

Submitter: D. S. Grindell

Submission Number: 25

Organisation:

Topic: Transport - public transport services

SummaryID 11120

Summary: The submitter wants Greater Wellington to get rid of the person managing local transport because the Paraparaumu line goes from bad to worse. The submitter notes that if transport was managed better, more resources would be available for other areas of Greater Wellington's work.

Response: Rail services are being improved across the network, including the Paraparaumu line, but it will take some more time before service levels are satisfactory. The new Matangi fleet is being introduced and proposals to refurbish the GanzMavag fleet are advancing. Both will significantly improve fleet reliability while the network upgrades will improve network reliability. On top of the upgrades there will be a increase focus on customer service and training programmes for rail staff have already commenced.

Topic: Finance - rates

SummaryID 11121

Summary: The submitter wants Greater Wellington to remember when setting rates that many ratepayers have not received a pay raise or a promotion for some years.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter: Maeve and John Boomert

Submission Number: 26

Organisation:

Topic: Transport - public transport services

SummaryID 11122

Summary: The submitter wants to know what the chances are of getting a better design for the "windswept" bus shelters in Featherston and that if anyone working at Greater Wellington have ever waited in one of these shelters.

Response: The bus shelter in Featherston was replaced around two years ago, due to continued vandalism smashing glass, etching and graffiti. The current shelter is a standard model designed to minimise vandalism. The perforated panels that make up the walls of the shelter provide up to 75% protection against wind and rain, although this is largely dependant on a particular location. Your submission is the first complaint that has been received in the two years since installation.

In response we will assess the shelter. If the current protection is considered inadequate we will look at applying Perspex covers to the perforated walls.

Submitter: Barry and Beryl Green

Submission Number: 27

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11123

Summary: The submitter believes the first priority should be to get the train service right. Light rail through the Wellington CBD should be deferred until the whole rail network is completed and efficient.

Response: Improving the performance of rail is a key focus for Greater Wellington, and we are working together with KiwiRail to lift performance. Some initiatives are already providing benefits to users, such as the third line into Wellington station. New Matangi trains are now operating on the network and more will be progressively phased in as they become available over the coming months. We also propose to refurbish the GanzMavag fleet to improve reliability and passenger comfort.

The investigation into a possible light rail or other public transport systems through the Wellington transport spine will take into account not only the feasibility of options but also the appropriate timing of any changes from the current bus and trolley systems. The Ngauranga to Airport Corridor Plan has signalled any new public transport system would unlikely be introduced before 2018.

Topic: Water - infrastructure

SummaryID 11124

Summary: The submitter is disappointed that work on the Te Marua water storage lakes is delayed, noting that this is a critical piece of infrastructure and any delays could have service implications in the future.

Response: Your submission about a delay in upgrading the Te Marua water storage lakes is noted. There is a one year delay in carrying out seismic work enhancement work within the lake embankments. Tenders for this work are expected to be called within about six months. Work on upgrading the exterior of the embankments has not been delayed and in fact the contract for this is well advanced.

Topic: Safety and Flood Protection - civil defence and emergency management

SummaryID 11126

Summary: The submitter believes that all councils in the Wellington region need to develop interlocking civil defence plans that are centrally organised and managed, noting that Christchurch has shown that such co-ordination is vital.

Response: The Civil Defence Emergency Management Act (2002) requires the formation of Civil Defence Emergency Management Groups on the boundaries of regional councils. All territorial authorities within the regional council boundaries are to be members of the CDEM Group. Each CDEM Group has a statutory requirement to prepare a CDEM Group Plan for its region and all local authorities, emergency services, District Health Boards, Lifeline organisations etc (a total of 122 organisations) contribute to the development of the CDEM Group Plan. This Plan is a strategic document, and covers risk reduction, readiness, response and recovery. This means a standard centralised plan for all emergency response agencies in the region. However, each agency will have their own Standard Operating Procedures.

Topic: Finance - rates

SummaryID 11125

Summary: The submitter would prefer rates not to increase, but acknowledges that services need to be paid for.

Response: Thank you for your submission.

Submitter: Reid Hibden

Submission Number: 28

Organisation:

Topic: Transport - public transport services

SummaryID 11128

Summary: The submitter fully supports the Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Finance - rates

SummaryID 11129

Summary: The submitter is comfortable with the higher levy in Lower Hutt, Upper Hutt and Porirua due to the Regional Rail Package.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11127

Summary: The submitter supports the focus of the overall projects.

Response: We noted your support for the focus of our projects overall.

Submitter: Amanda Campbell

Submission Number: 29

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11130

Summary: The submitter is disappointed that cycling and walking are not a key priority. The submitter would like to see cycling and walking paths developed in conjunction with the rail upgrades because the track gradients are ideal for cycling and walking.

Response: Walking and cycling play an important role in the region's transport network. Greater Wellington, while it sets the strategic direction for these activities, is not responsible for building and maintaining the infrastructure. The local city and district councils and the NZ Transport Agency build and maintain these facilities.

We do not currently have any plans for cycling or walking facilities along rail corridors. These corridors have limited width and it would generally be unsafe for walking and cycling. However, there are plans to improve and complete the cycleway adjoining the rail and State Highway 2 corridor between Ngarauanga and Petone. Implementing this initiative will be the responsibility of the NZ Transport Agency.

Topic: Transport - regional transport network planning

SummaryID 11132

Summary: The submitter wants the Granada to Gracefield Stage 1 link road to be given the same support from Greater Wellington that Transmission Gully has.

Response: We are currently consulting the community on the Hutt Corridor Plan, which includes the proposed Grenada-Gracefield link road. The views of the community will inform the Regional Transport Committee when it makes its decision on the final plan. It is therefore too early to confirm the Council's support for the proposal.

Topic: Finance

SummaryID 11133

Summary: The submitter wants more creative thinking applied to address funding shortfalls rather than relying on rates increases. The submitter would prefer more collaboration with commercial investment to bring in income and provides several examples - mostly dealing with the rail network.

Response: Thank you very much for your submission. Greater Wellington agrees with the sentiment of looking for creative ideas for reducing costs (or increasing non rates revenue). You have raised several ideas worthy of further consideration.

Greater Wellington aims to minimise the rates increases, while at the same time providing essential services that improve the wellbeing of citizens.

Submitter: Ilev Russell Kirkwood

Submission Number: 30

Organisation:

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11134

Summary: The submitter particularly supports flood protection projects.

Response: We noted that you support our key projects as they are quite necessary, particularly flood protection.

Topic: Finance - rates

SummaryID 11135

Summary: The submitter believes the proposed rates are expensive, but necessary.

Response: Thank you for your submission.

Submitter: Mary McGregor

Submission Number: 31

Organisation:

Topic: Land Management - soil conservation

SummaryID 11136

Summary: The submitter supports more practical key projects, including the erosion control works in the Whareama and Awhea catchments.

Response: Greater Wellington in conjunction with the Ministry of Agriculture and Forestry have started a new initiative focussing on erosion control in the regions hill country. The initiative is centred on catchments and isolated hotspots where sediment discharge rates are greatest. The catchments include Whareama, Upper Taueru, Glenburn, Awhea and Opouawe.

This work is currently funded through the Council's Long Term Plan 2009-2019 and MAF's Hill Country Erosion Programme.

Topic: Finance - rates

SummaryID 11137

Summary: Aren't pie charts wonderful. I'm sure everyone agrees money is just pretty colours and grows on trees.

Response: Thank you for your submission.

Submitter: David Scott

Submission Number: 32

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11139

Summary: The submitter believes Greater Wellington should be working with the Government on Transmission Gully, not the Environmental Protection Authority.

Response: The Council (our regulatory group) is working with the Environmental Protection Agency as it is required to do under the Resource Management Act. The EPA is acting as the regulatory authority in the Transmission Gully RMA process because the NZ Transport Agency has opted to use that process.

The Council, through its Regional Land Transport Strategy, supports the construction of the Transmission Gully Motorway.

Topic: Transport - regional transport network planning

SummaryID 11141

Summary: The submitter wants new thought given to light rail, monorail or other options similar to Adelaide's public transport network.

Response: The Public Transport Spine Study will include investigating all potential public transport options from Wellington Rail Station to the regional hospital, including the option referred to.

Topic: Transport - public transport services

SummaryID 11140

Summary: The submitter does not want to own the railway stations through rates, preferring all or nothing ownership for the rail network.

Response: We note your comments about "all or nothing" ownership of the rail network. However, we believe that the proposed ownership model for rail represents an appropriate partnership between central and local government, with central government responsible for the core network and the local government responsible for those parts that the customer has more direct contact with, such as stations.

Topic: Water - planning for future demand and supply

SummaryID 11142

Summary: The submitter believes it is very important to increase water supply capacity. The submitter also believes Kapiti Coast District Council should be brought into the regional water supply scheme because they are wasting millions on water bores that should go to paying for Whakatikei dam.

Response: Your preference for encouraging Territorial Authorities to achieve efficiency gains rather than Greater Wellington building new infrastructure for water supply is noted. Each year that a major new dam or water supply lake is deferred potentially saves the community millions of dollars in debt servicing costs. Greater Wellington knows the Territorial Authorities are aware of this and for this reason is promoting policies that will lead to more sustainable use of water within the community.

Should the gains not be sufficient to match the increase in population, then Greater Wellington will need to consider building new water storage facilities. Greater Wellington would prefer to leave this for as long as practical.

Greater Wellington would be able to manage the water supply system on the Kapiti Coast but the choice remains with the Kapiti Coast District Council as to who should manage their water supply. Currently, the Council prefers to do it itself and Greater Wellington respects this decision.

Topic: Community - democratic services

SummaryID 11138

Summary: The submitter notes that there is no mention of a potential super-city for Wellington and the required planning for one.

Response: At this time there is no proposal for a super city in Wellington. The Mayoral Forum is currently seeking views from the community on whether there is support for changes to the local government structure in Wellington. The outcome of that consultation, and potentially actions Central Government might take, may result in some work being undertaken in the 2011/12 financial year. In that case any further work could be done within the budgets proposed in the Annual Plan.

Submitter: Patricia Reesby

Submission Number: 33

Organisation:

Topic: Transport - public transport services

SummaryID 11143

Summary: The submitter wants Greater Wellington to keep Muri Station open and requests the names of the regional councillors who voted to keep Muri Station open. The submitter wants to know the point of consultation when no notice is taken of public opinion.

Response: The decision to withdraw services from Muri station has already been made by the Economic Wellbeing Committee. The minutes of the meeting can be found at http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2011_148_2_Attachment.pdf

The consultation that lead up to the decision did play a part in informing the decision made by the Committee.

Submitter: Ms Susan McPherson McPherson **Submission Number:** 34

Organisation:

Topic: Transport - public transport services

SummaryID 11145

Summary: The submitter currently carpools from Tawa into the CBD after giving up on trains due to late arrivals and overcrowding. The submitter is looking forward to having a seat on the train.

Response: Greater Wellington is working to improve the capacity and reliability of the rail service and anticipates that these will deliver real benefits over the coming months. The replacement of the English Electric fleet with the new Matangi trains will increase capacity and reliability, supported by ongoing investment in improvements to the network and refurbishment of the GanzMavag fleet.

Submitter: Mr R. J. Oliver

Submission Number: 35

Organisation:

Topic: Transport - public transport services

SummaryID 11146

Summary: The submitter wants Greater Wellington to urgently do something about parking at Waikanae rail station. The submitter wants a safe pedestrian crossing across Main Road near the New World end of the Waikanae Rail Station platform.

Response: The demand for parking space at Waikanae is similar to other locations in the region and we are not always going to be able to provide sufficient parking to meet all of the demand. However, people in Waikanae can travel free on the local bus services and hence avoid the need to park at the station.

In terms of the pedestrian access, there is a signalised crossing at Elizabeth Street and we encourage people to use this crossing. The New Zealand Transport Agency and Kapiti Coast District Council are monitoring the situation to determine if any further actions are required.

Submitter: Collins

Submission Number: 36

Organisation:

Topic: Finance - rates

SummaryID 11148

Summary: The submitter notes that there is no point in planning or having creative ideas if rates increase to an unaffordable level.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Topic: Non-Greater Wellington Topics

SummaryID 11149

Summary: The submitter notes that views of the Harbour have disappeared due to tree growth, even old pines.

Response: We noted your comment that views of the Harbour have disappeared due to tree growth.

Submitter: Mr Norman Wilkins

Submission Number: 37

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11150

Summary: The submitter believes investment in public transport needs to take priority over road improvements. In particular the submitter supports:

- priority given to public transport over private cars and commercial vehicles through the Golden Mile
- light rail from Johnsonville (which allows more Matangi units on Hutt and Kapiti routes and offset light rail costs by deferred purchase of more Matangi units to cater for increased demand).

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport.

The option of running light rail to Johnsonville is outside the scope of the public transport spine study. The Government and Greater Wellington have recently made significant investments in the rail corridor to enable the new Matangi to use the line. There would need to be other substantial changes to accommodate light rail and making still more changes would not be feasible at this time. However, the study will be looking at future options for optimising public transport connections between the Wellington cbd and areas to the north. In the long term future running light rail to Johnsonville could be feasible.

Topic: Transport - public transport services

SummaryID 11151

Summary: The submitter supports the refurbishment of the Ganz Mavag units and requests that real time information be made available through text messaging.

The submitter believes Snapper should be upgraded to work on trains and allow a maximum charge for about two hours or a day's worth of use in order to make the current 'Star Pass' obsolete.

Response: Thank you for your support of the GanzMavag refurbishment. Real time information will be available by text later in the year when more of the overall bus fleet has been fitted with the necessary equipment.

We plan to introduce electronic ticketing on trains in the medium term future. We are hoping to be able to link into a new national scheme being rolled out in Auckland. Whether the scheme involves Snapper is yet to be determined.

Submitter: Robin Wyllie

Submission Number: 38

Organisation:

Topic: Transport - public transport services

SummaryID 11153

Summary: The submitter believes the rail scheme and regional ownership of rolling stock is an important step to ensuring economic transport options for the future and achieve a low carbon footprint.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Finance - rates

SummaryID 11154

Summary: The submitter thinks that rates rises are very modest.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11152

Summary: The submitter is 100% in favour of current plans.

Response: We noted your support for our key projects for 2011/12.

Submitter: Mr John L Gordon

Submission Number: 39

Organisation:

Topic: Transport - public transport services

SummaryID 11155

Summary: The submitter does not support the Regional Rail Package because the submitter lives in the Western suburbs and is on a fixed retirement income.

Response: We note your comments on the proposed regional rail package but believe that it will deliver positive benefits for the region. A number of submitters have supported the proposals. We are always very conscious of the cost implications on the community, and people like you self on a fixed income. We are always looking at public transport services to ensure that they provide the best value for money, a move that is not always popular when this results in reduced services. We are also keen that users who receive the direct benefit continue to pay their fair share through fares.

Topic: Finance

SummaryID 11156

Summary: The submitter states that Council Controlled Trading Organisations have a record of poor economic management throughout New Zealand.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the

effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Greater Wellington takes every step to ensure that governance and management of CCTOs deliver the best outcome for ratepayers.

Topic: Finance - rates

SummaryID 11157

Summary: The submitter does not support rates increases.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter: Mr Alan Wilde

Submission Number: 40

Organisation:

Topic: Resource Management - pollution prevention and control

SummaryID 11158

Summary: The submitter believes that Greater Wellington is not managing the water resources well because the rivers and streams are getting more polluted.

Response: Greater Wellington puts significant emphasis on the management of water resources throughout the region, and through the resource consenting process and compliance and enforcement programme in particular we look to ensure that all water course are well managed. Where we find that people have been polluting watercourses, and we can identify who has caused this pollution, we are very quick to take enforcement action if that is appropriate. We have a strong history in this area. Our state of the environment monitoring programme does show that some watercourses in the region are becoming more polluted, but by no means all. The issue of water quality, and water management in general, is an important component of the review of our Regional Plan that we are currently undertaking and the Council has tasked Te Upoko Taiao - Natural Resource Plan Committee to specifically address these issues with the community over the coming two years.

Topic: Water - conservation programmes

SummaryID 11159

Summary: The submitter believes that Greater Wellington should do more to promote rainwater collection at city properties.

Response: Your submission that Greater Wellington should promote rainwater collection is noted.

An analysis has shown that rainwater collection is not a viable alternative to building a new major water supply dam or lake at such time it is needed. However, Greater Wellington is very supportive of householders storing rainwater in collection tanks for emergency supply purposes or for outdoor water usage and grey water usage if they wish. An economic analysis has shown that there is no justification for subsidising

these tanks. Greater Wellington is active in promoting the benefits of water storage tanks for emergency supply purposes.

Submitter: Ms Judy Keall **Submission Number:** 41

Organisation:

Topic: General comments

SummaryID 11160

Summary: The submitter wishes to notify Greater Wellington and the Regional Council that Manakau residents live in the Manawatu region, not in the Wellington region.

Response: Thank you for bringing to our attention that Greater Wellington's Proposed Annual Plan Summary 2011/12 was delivered to addresses in Manukau. This was in error and we have notified our distributor to ensure Manukau is not included in future deliveries.

Submitter: **Submission Number:** 42

Organisation:

Topic: Transport - public transport services

SummaryID 11163

Summary: The submitter agrees that rail transport needs refurbishment.

Response: No response prepared as no contact details were provided.

Topic: Community - democratic services

SummaryID 11162

Summary: The submitter believes there are too many councillors.

Response: No response prepared as no contact details were provided.

Topic: Community - relationship with Maori

SummaryID 11161

Summary: The submitter supports the lwi internship programme.

Response: No response prepared as no contact details were provided.

Topic: Community - Westpac Stadium

SummaryID 11164

Summary: The submitter is sick of the Stadium fee as the submitter has no opportunity to use it.

Response: No response prepared as no contact details were provided.

Topic: Non-Greater Wellington Topics

SummaryID 11186

Summary: 2 Stayson Place (?) still during winter has no water in toilet, taps about 3 xs.

Response: No response prepared as no contact details were provided.

Submitter: Mr Keith Miles

Submission Number: 43

Organisation:

Topic: Transport - public transport services

SummaryID 11173

Summary: The submitter does not support ratepayer money being spent on the rail network because the submitter is on a fixed retirement income and does not use the rail network. The submitter prefers a user pays funding system for rail.

Response: We note your comments on the proposed regional rail package but believe that it will deliver positive benefits for the region. A number of submitters have supported the proposals. We are always very conscious of the cost implications on the community, and people like you self on a fixed income. We are always looking at public transport services to ensure that they provide the best value for money, a move that is not always popular when this results in reduced services. We are also keen that users who receive the direct benefit continue to pay their fair share through fares. Our current policy is that users contribute 50% of the costs with 25% coming from ratepayers and 25% from taxpayers.

Topic: Finance - rates

SummaryID 11174

Summary: The submitter does not believe that the rates increases are sustainable in the current economic climate.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Topic: General comments

SummaryID 11165

Summary: The submitter supports the Resource Management projects.
The submitter supports the Safety and Flood Protection projects.
The submitter does not support the Transport projects.
The submitter does not support the Land Management projects.
The submitter supports the Water Supply projects.
The submitter does not support the Regional Sustainable Development projects.
The submitter supports the Parks and Forests projects.
The submitter does not support the Community projects.

Response: We noted your support for our Resource Management, Safety and Flood Protection, Water Supply and Parks and Forests projects. We also noted that you do not support our Transport, Land Management, Regional Sustainable Development and Community projects.

Submitter: Gwynn F. Walker

Submission Number: 44

Organisation:

Topic: Transport - public transport services

SummaryID 11175

Summary: The submitter requests that double tracking to Levin and Masterton with the aim for future electrification be looked into after current improvement projects are complete.

The submitter also encourages more development near the rail track network.

The submitter supports the Regional Rail Package to make sure rolling stock maintenance is kept up to date.

Response: Thank you for your support of the regional rail package which we hope will ensure that rolling stock maintenance is kept up-to-date. Under the package the rail network is the responsibility of KiwiRail and they are responsible with the Crown for upgrades to the network. Some double tracking on the Masterton line is proposed in the Regional Rail Plan but this is listed as a long term network enhancement and is unlikely to proceed in the medium term. Electrification to Masterton is also recognised with an estimated cost of \$195 million plus; and electrification to Palmerston North is similarly recognised with an estimated cost of \$400 million plus. Neither are likely to fundable for many years.

Topic: Finance - rates

SummaryID 11176

Summary: The submitter wants rates kept as low as possible due to the economy, but with having a view to future needs.

Response: Thank you for your submission.

Submitter: Mr Geoff Cole

Submission Number: 45

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11177

Summary: The submitter supports the rail improvements so long as road projects, especially Transmission Gully, are not affected.

Response: The NZ Transport Agency is progressing the Transmission Gully motorway project. It is a key element of the Wellington Roads of National Significance programme. All indications are the project is on track for construction to start within 10 years. Current rail improvements will not affect the motorway project.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11178

Summary: The submitter does not believe in anthropogenic climate change and does not want rates money spent on it.

Response: The scientific evidence very strongly indicates significant climate change is occurring. The reasons for that change are still being debated, although the evidence appears to support at least some contribution by human activity.

Greater Wellington's climate change work is primarily focusing on adapting to the changes and ensuring the region is resilient as sea levels rise and storm events increase in intensity and frequency. We address the human activity elements of climate change mainly through our transport planning and other "business as usual" activities.

Submitter: Mr John Warren **Submission Number:** 46

Organisation:

Topic: General comments

SummaryID 11179

Summary: The submitter is supportive of the first five proposals.

The submitter expresses gratitude, good wishes and prayers for the Regional Council and Greater Wellington staff.

Response: We noted your broad support for our projects. Thank you for your words of appreciation and support.

Submitter: Mr Paul Bryant **Submission Number:** 47

Organisation:

Topic: Transport - public transport services

SummaryID 11181

Summary: The submitter would like to see an analysis on whether to replace or upgrade the Ganz Mavag units.

The submitter would also like to see an analysis and debate on who should own the metropolitan rail passenger fleet together with the stations.

Response: Further work will be done on whether to replace or refurbish the GanzMavag fleet. However, initial estimates show that the cost of replacement is many times the cost of refurbishment so the current proposal is to refurbish. This year's annual plan has provided an opportunity for debate on the ownership of rail rolling stock and stations. The proposal is supported by some but opposed by others.

Topic: Finance - rates

SummaryID 11182

Summary: The submitter is okay with the proposed rates.

Response: Thank you for your submission.

Submitter: Pat Murdoch

Submission Number: 48

Organisation:

Topic: Transport - public transport services

SummaryID 11184

Summary: The submitter supports the improvement of rail services and requests a better service between Masterton and Palmerston North such as a weekend train during the middle of the day.

The submitter also requests that train fares be kept at a reasonable level.

Response: Thank you for your support of the improvements to rail services. In terms of improved services between Masterton and Palmerston North, these will be incremental in line with demand, affordability and value for money assessments. Greater Wellington's policy is that users meet 50% of the cost of providing services, and this policy guides decisions about fare levels.

Topic: Finance - rates

SummaryID 11185

Summary: The submitter states that while things have to be paid for, the submitter does not like it when rates increases get too high.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11183

Summary: The submitter thinks the projects seem okay but the submitter thinks there are too many 'posh' beach batches along both coasts.

Response: We noted your broad support for our projects and your concerns about coastal development.

Submitter: W Norman

Submission Number: 49

Organisation:

Topic: Transport - public transport services

SummaryID 11187

Summary: The submitter has two concerns about bus routes 260 and 250 - Raumati Road:
- bus stop 1438 has no paved access
- bus stop at Coastlands is not functional from mid afternoon because buses use Rimu Street instead. The submitter states that the timetables don't reflect this nor are there any notices so people are left stranded.

Response: In 2009 a number of new level bus stop standing pads were installed throughout the Kapiti area. Bus stop 1438 was reviewed but not included in the in the priority list due to the following reasons:

The slight gradient at the stop requires the need for a retaining wall which increased the costs considerably above the cost of a standing
Usage of this stop (served by Route 250 services only)

Should the stop generate greater use and funding become available the bus stop will be re-assessed to identify its priority.

All Paraparaumu buses now serve Coastlands during SuperGold Card hours only (9am to 3pm) . There has been some delay in updating the on-street timetable at Stop 1096 (Woolworths) to reflect the most recent timetable changes, but this will be corrected shortly.

Submitter:

Submission Number: 50

Organisation:

Topic: Finance - rates

SummaryID 11189

Summary: The submitter wants to know why Lower Hutt city pays more in rates than anywhere else in the region.

Response: No response prepared as no contact details were provided.

Topic: General comments

SummaryID 11188

Summary: The submitter wants the Regional Sustainable Development and Community projects scrapped.

Response: No response prepared as no contact details were provided.

Submitter: Nadine Warbrick

Submission Number: 51

Organisation:

Topic: Transport - public transport services

SummaryID 11191

Summary: The submitter wants the current Naenae rail station demolished and tunnel sealed off so the station can be rebuilt in a similar style as Epuni rail station.

Response: We are currently looking at options for the future of Naenae station, and any proposals will be subject to a prioritisation process for station across the network. An earlier proposal to demolish the station and replace it with shelters similar to Epuni was rejected by the community.

Topic: Water - conservation programmes

SummaryID 11192

Summary: The submitter suggests more promotion of on-site water storage.

Response: A suggestion for more promotion of onsite water storage has been noted. Greater Wellington fully supports this and is currently looking at ways of encouraging households to store more water for emergency water supply purposes.

Topic: Finance - rates

SummaryID 11193

Summary: The submitter notes that despite their house being devalued by \$10,000, their rates are going up.

Response: Thank you for your submission. As Greater Wellington collects rates from a number of local authority areas it is required to balance the valuations of each area every year to take into account the fact that all local areas are not revalued at the same time. Thus, even though some houses may go down in value the rating impact is dependent on the revaluations in the other property areas. If these decrease by more, then relatively speaking, the value of the property is more.

In addition to this, the total cost of the proposed services being delivered is increasing, driven by the services outlined in the proposed annual plan. This also has the effect of increasing your rates.

With regard to Nae Nae Station, Greater Wellington has a capital budget set aside for upgrading stations. At this point the final list has not been determined.

Topic: General comments

SummaryID 11190

Summary: The submitter supports all key projects.

Response: We noted your support for our key projects for 2011/12.

Submitter: Fi Coster

Submission Number: 52

Organisation:

Topic: Transport - public transport services

SummaryID 11199

Summary: The submitter supports the upgrade of the trains but does not support ownership of the stations.

Response: Thank you for your support of the upgrade of trains. The proposed ownership of stations by Greater Wellington will ensure that they remain owned by a public entity which eliminates the prospect of asset stripping.

Topic: Water - planning for future demand and supply

SummaryID 11195

Summary: The submitter does not support increasing water supply capacity projects. Instead, the submitter thinks territorial authorities should encourage more efficiency gains.

Response: The preference for encouraging Territorial Authorities to achieve efficiency gains in preference to Greater Wellington building new infrastructure for water supply is noted. Each year that a major new dam or water supply lake is deferred potentially saves the community millions of dollars in debt servicing costs. Greater Wellington knows the Territorial Authorities are aware of this and for this reason are promoting policies that will lead to more sustainable use of water within the community. However, should the efficiency gains not be sufficient to match the increase in population, then Greater Wellington will need to consider building new water storage facilities. Greater Wellington would prefer to leave a new development for as long as practical.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11198

Summary: The submitter supports stopbank construction in urban areas, so long as subdivisions or infill development is allowed in protected areas.

The submitter does not support stopbank construction in rural areas.

Response: Flood Protection work closely with the relevant City and District Councils to ensure that the development behind stopbanks is compatible with the flood risk, so ensuring new and infill development does not create a greater flood disaster should the stopbanks be over topped or fail. We have also included policies in our Regional Policy Statement that ensures new development avoids flood risk areas. Our intention is to follow this principle through into the new Natural Resources Plan, currently being prepared.

Topic: General comments

SummaryID 11194

Summary: The submitter supports Land Management projects.
The submitter supports Parks and Forests projects.
The submitter supports the Community project proposals.

Response: We noted your support of Land Management, Parks and Forests and Community projects.

Submitter: Natashe Fordyce

Submission Number: 53

Organisation:

Topic: Transport - public transport services

SummaryID 11201

Summary: The submitter wants bus and train fares to be kept to affordable levels and that secure carparking and cycle storage facilities at train stations should be provided.

Response: Greater Wellington's policy is that 50% of the cost of providing public transport services are met by the user through fares. Cycle storage at train stations and car parking are both progressively being improved in line with available budgets and the availability of suitable land.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11200

Summary: The submitter believes that earthquake and environmental concerns should be the top priority.

Response: The Council is committed to addressing earthquake and environmental concerns, as well as other issues that affect the wellbeing of the Wellington Region. This includes our economy.

Topic: Non-Greater Wellington Topics

SummaryID 11202

Summary: The submitter wants improved pedestrian and cyclists access to/from destinations. The submitter believes that cycle lanes can be put in at main thoroughfares where the current footpath is wide in order to improve cyclist safety.

Response: We noted your comments regarding cycle lanes and will pass them on to the appropriate agency.

Submitter: Karryn McKenna

Submission Number: 54

Organisation:

Topic: Transport - public transport services

SummaryID 11204

Summary: The submitter does not believe that pumping more money into the rail package will improve services. Instead, the submitter wants to see management of contracts brought to account.

Response: The proposed rail package includes the development of performance based contracts for rail and sets the scene for the potential tendering out of rail operations and train maintenance in the future. Current contractual arrangements are historical and do not provide the right incentive for performance.

Topic: Finance - rates

SummaryID 11205

Summary: The submitter is dubious about the accuracy of the provided rates calculator as it suggests their rates will drop below levels paid four years ago.

Response: Greater Wellington has vigorously tested the rates calculation and believe it to be accurate. It is possible that property values have changed or that targeted rates have been repaid and hence ceased. With regard to the Wainuiomata's relationship with Lower Hutt City Council, Greater Wellington believes this is an issue best taken up with Lower Hutt City. You may be aware that studies into the most appropriate governance model for the entire region are underway. However, these are in the early stages and some way off from formal public consultation.

Topic: Non-Greater Wellington Topics

SummaryID 11206

Summary: The submitter does not believe Wainuiomata should be lumped in with Lower Hutt City Council.

Response: We noted that you do not believe Wainuiomata should be part of Lower Hutt City Council. This is outside our area of responsibility. We will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11203

Summary: The submitter proposes the following order of priority for the proposed projects:
- Safety and Flood Protection, Water Supply, Regional Sustainability and Resource Management near the top
- Transport should be in the middle of the list of priorities.

Response: We noted your general support for our projects and that your first priorities are Safety and Flood Protection, Water Supply, Regional Sustainability and Resource Management.

Submitter: Ms Penny Salmon

Submission Number: 55

Organisation:

Topic: Transport - public transport services

SummaryID 11210

Summary: The submitter supports Greater Wellington owning the rail fleet and stations but wants to know how Greater Wellington will ensure future maintenance as well as that there will be no asset-stripping. The submitter is worried that future councillors will not be committed to this project and wants the approach 'future proofed'.

Response: Thank you for your support of the proposed rail package. The package provides for ongoing funding support from the Government for future maintenance and both the trains and stations will be managed using asset management principles. Ownership by Greater Wellington on behalf of the people of Wellington minimises the chance of asset stripping, and the assets will be held in a council company providing further protection.

Topic: Transport - public transport services

SummaryID 11209

Summary: The submitter notes that a great rail system can be undermined by operational policies. The submitter wants Greater Wellington to ensure that the operators are accountable for delivering an excellent service.

Response: One key aspect of the rail package is the introduction of performance based contracts that do make the operator accountable for performance. Such contracts do not exist at this time. The rail package also enables the future tendering of rail operations and train maintenance providing a further opportunity to strengthen accountability.

Topic: Finance - rates

SummaryID 11208

Summary: The submitter is fine with the proposed rates.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11207

Summary: The submitter is fine with the proposed key projects.

Response: We noted your support for our key projects.

Submitter: Mr Tadeusz Ostapowicz

Submission Number: 56

Organisation:

Topic: Finance - rates

SummaryID 11213

Summary: The submitter wants Greater Wellington to provide essential services within available resources in a conservative manner.

The submitter wants to know if 'council' expects to be bailed out by Central Government or if Porirua City Council can be declared bankrupt.

Response: Thank you very much for your submission. The clear aim of the Council is to wisely manage its resources and provide essential services to the citizens of the region that improve their overall wellbeing.

The Council basically only borrows to fund long term assets. This is considered a sensible way of spreading the cost of the assets over the life of the assets and thus charging those who enjoy the benefit appropriately.

The Council expects to be self sufficient and does not expect to be "bailed out".

Topic: Non-Greater Wellington Topics

SummaryID 11212

Summary: The submitter opposes the decommissioning of any part of the national rail network.

Response: We noted your opposition to the decommissioning of any part of the national rail network. This is outside of our area of responsibility and we will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11211

Summary: The submitter believes Greater Wellington should focus on the basic necessities of life - air, water, food, shelter, warmth, waste disposal. Cultural and recreational activities should be left up to individuals.

Response: We noted your preference that Greater Wellington focus on the basic necessities of life - air, water, food, shelter, warmth, waste disposal - and that cultural and recreational activities be left up to individuals.

Submitter: Mr John Rhodes

Submission Number: 57

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11214

Summary: The submitter wants Greater Wellington to do everything it can to combat the Roads of National Significance projects in the region. Instead, the submitter wants Greater Wellington to double track the rail line up to Levin and run trains every half hour.

Response: The Regional Land Transport Strategy and its supporting corridor plans provide for a transport network that is multi-modal and integrated. The RoNS projects are generally part of that strategy.

Double-tracking the rail line to Levin is currently not part of the region's plans as priority has been given to upgrading the existing network and extending the electrification to Waikanae. As funding in future becomes available and the rest of the network upgrade completed electrifying to Levin may be feasible. However, for the foreseeable future this is not a priority for funding.

Topic: Non-Greater Wellington Topics

SummaryID 11215

Summary: The submitter notes that the 'Have your say' leaflet is silent on waste management and wants to know Greater Wellington's plans in this area.

Response: You enquired about Greater Wellington's plans regarding waste management. In the Wellington region, waste management is the responsibility of city and district councils, not Greater Wellington Regional Council.

Submitter: Mr Andrew Dinsdale

Submission Number: 58

Organisation:

Topic: Finance - rates

SummaryID 11252

Summary: The submitter believes that extra expenditure for the Regional Rail Package should be matched by savings elsewhere, noting that New Zealand remains in recession and Central Government is making cost reductions.

Response: Thank you for your submission. Greater Wellington fully understands the sentiments behind your submission and has made every effort to find reprioritisation opportunities to balance the proposed increases. The plan as proposed, provides the optimal balance between the delivery of core services to the public and rate increase.

Submitter: Keitha and Doug Howell

Submission Number: 59

Organisation:

Topic: Transport - public transport services

SummaryID 11253

Summary: The submitter requests an hourly bus service to/from Waikanae train and Okati. The submitter also requests a bus service between Levin and Otaki return from 9.30 to 12.30.

Response: Otaki bus services will be reviewed shortly. The level of service that can be provided is dependent on the level of demand and the funding that is available, with an objective of providing value for money. Currently there are bus services that operated by InterCity Coachlines from Otaki to Levin departing at 8.59AM and 10.10AM; and from Levin to Otaki departing at 11.55 AM and 1:50PM.

Submitter: Ms Barbara Leslie

Submission Number: 60

Organisation:

Topic: Transport - public transport services

SummaryID 11255

Summary: The submitter states that the trains are more useless than ever - specifically that they are too crowded, often late and badly managed. The submitter objects to extra spending on refurbishing train seats and wonders why the Matangi trains were not designed to compatible with existing tunnels and overhead lines.

Response: We agree that the current level of service on the trains is less than satisfactory. Upgrade work undertaken to-date together with the planned ongoing investment will deliver many improvements over the coming months. Decisions are yet to be made on the extent of the refurbishment of the GanzMavag fleet, including on the upgrade to the seating. You can be assured that the Matangi trains were designed to be as compatible as possible with the existing tunnels and overhead lines, while still being able to benefit from the advantages of modern technology.

Topic: Non-Greater Wellington Topics

SummaryID 11254

Summary: The submitter wants Te Papa closed and special exhibits moved to somewhere else, like Pataka Museum.

Response: We noted your comments about Te Papa and Pataka Museum. These matters are outside of Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11256

Summary: Fran Wilde needs to get real and stop swearing. She is a nightmare and most unlady like.

Response: Blank

Submitter: Mr Ivan Paul Turk

Submission Number: 61

Organisation:

Topic: Transport - public transport services

SummaryID 11257

Summary: The submitter is against regional rates going towards public transport because people who do not use public transport should not have to pay for it.

Response: We note your objections to the funding of public transport services. Our current policy is that users contribute 50% of the costs through fares, with the remaining funding split equally between ratepayers and taxpayers. There are many benefits to non users from public transport, such as significant reductions in congestion on the roads. Over the years Greater Wellington has received strong support from the community for continued investment in the public transport area.

Topic: Finance - rates

SummaryID 11258

Summary: The submitter wants no more rates rises and states that Greater Wellington should focus on core business (water supply, parks and forests, etc.) and not on unnecessary projects like rail.

Response: Thank you for your submission. Greater Wellington believes that all of the activities outlined in the proposed annual plan are core to providing for the wellbeing of the citizens of the greater Wellington region. Rail (along with other public transport initiatives) is seen as key to growing the economic viability of the region, improving the environment by reducing emissions through private vehicles and improving health by encouraging more active modes of transport.

Submitter:

Submission Number: 62

Organisation:

Topic: Transport - public transport services

SummaryID 11259

Summary: The submitter requests an evening train service to Melling station.

Response: No response prepared as no contact details provided.

Submitter: Mr Mike Connolly

Submission Number: 63

Organisation:

Topic: Finance - rates

SummaryID 11260

Summary: The submitter fully agrees with Greater Wellington's plans and has no problems with the proposed rates increase.

Response: Thank you for your submission.

Submitter: Dulce Johnston

Submission Number: 64

Organisation:

Topic: Transport - public transport services

SummaryID 11262

Summary: The submitter agrees with moving forward on rail transport and public transport services.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Water - planning for future demand and supply

SummaryID 11261

Summary: The submitter believes that water supply is a most essential service, especially after the Christchurch earthquake.

Response: Greater Wellington agrees with you that water is a very essential service. For this reason, Greater Wellington some years ago adopted a 1 in 50 year security of supply standard for droughts. Also, Greater Wellington has been increasing the resilience of the water supply system each year and plans to keep spending into the future. However, experience has shown in other earthquakes overseas that even with a robust system, some level of damage can be expected. For this reason, Greater Wellington, as part of its emergency management work, has been promoting the use of storage containers at houses to hold emergency water. Likewise, Greater Wellington supports the use of larger tanks to collect rainwater for emergency purposes where it is practical to do so.

Topic: Finance - rates

SummaryID 11263

Summary: The submitter requests a cheaper rate for superannuitants living alone and only on a pension.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Greater Wellington is required to review its Revenue and Financing Policy (which determines how rates are apportioned) as part of the preparation of the next Long Term Plan (LTP). However, any movement in apportionment that gives a decrease for one group of ratepayers results in an increase to others. Greater Wellington seeks to balance the requirements of all ratepayers.

Submitter: L. C. Bayliss

Submission Number: 65

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11265

Summary: The submitter believes transport planning should take rising energy prices into account.

Response: Our transport planning factors in oil price changes. We assess different price scenarios when modelling transport options, including significant price rises.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11266

Summary: The submitter has doubts about the genuine progress index and thinks Greater Wellington should wait until accurate comparisons with other regions are possible.

Response: Some other regions are starting to develop GPIs which will assist in future inter-regional comparisons. However, the value of a GPI for a region is also in assessing the state of actual (rather than comparative) wellbeing and how the various measures are tracking - positively or negatively. Knowing this enables a base for assessing options to address wellbeing issues and to either advocate for or provide interventions that will assist achieving wellbeing improvements.

Topic: General comments

SummaryID 11264

Summary: The submitter supports most projects.

Response: Your support for our key projects was noted.

Submitter: Mr Brian Hooper

Submission Number: 66

Organisation:

Topic: Non-Greater Wellington Topics

SummaryID 11267

Summary: The submitter prefers a well constructed dam to supply Kapiti Coast District Council's water needs rather than recharge bores. The submitter states a dam would also provide additional and alternative water supply to the Kapiti area in the event of a localised earthquake or failure of other Greater Wellington dams.

Response: We noted your comments regarding water supply in the Kapiti Coast District. Greater Wellington does not supply water to the Kapiti Coast District. We will pass your comments on to the appropriate agency.

Submitter:

Submission Number: 67

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11271

Summary: The submitter opposes the high quality public transport spine study because the submitter doubts anything will be done based on it - noting several reports being paid for on Transmission Gully without apparent effect.

Response: No response prepared as no contact details provided.

Topic: Transport - public transport services

SummaryID 11270

Summary: The submitter opposes the Regional Rail Package. The submitter does not use rail and therefore does not want to pay higher rates for a service that the submitter will not benefit from.

Response: No response prepared as no contact details provided.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11269

Summary: The submitter opposes the Genuine Progress indicator project.

Response: No response prepared as no contact details provided.

Topic: Finance

SummaryID 11273

Summary: The submitter wants other revenue generating options like public private partnerships to be used as opposed to raising rates. The submitter is sick of paying higher rates for limited services.

Response: No response prepared as no contact details provided.

Topic: Non-Greater Wellington Topics

SummaryID 11272

Summary: The submitter opposes the Kilbirnie Sports Centre as unnecessary.

Response: No response prepared as no contact details provided.

Topic: General comments

SummaryID 11268

Summary: The submitter opposes the proposed Community projects.
The submitter supports the proposed Water Supply projects.

Response: Your support for the proposed water supply projects was noted, as was your opposition to the proposed community projects.

Submitter: A.R. Branson

Submission Number: 68

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11275

Summary: The submitter wants Greater Wellington to be very cautious before investing in light rail.

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for Wellington City. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport. The likely cost of a light rail system will be a major factor in any decisions arising from the study.

Topic: Finance - rates

SummaryID 11276

Summary: The submitter wants Greater Wellington to continue striving for a zero rates increase.

Response: Thank you for your submission. Greater Wellington continues to strive for a balance of essential service delivery and rate increases. The need for prioritisation is clear and Greater Wellington has proposed a plan that it believes best balances the services required by the citizens of greater Wellington and the tough economic times, making minimal rate increases a key requirement.

Topic: General comments

SummaryID 11274

Summary: The submitter supports the proposed key projects overall and is okay with the key changes from the Long Term Council Community Plan 2009-19.

Response: We noted your general support for the proposed Annual Plan 2011/12.

Submitter: Laurie Greig

Submission Number: 69

Organisation:

Topic: Transport - public transport services

SummaryID 11279

Summary: The submitter supports the Regional Rail Package, noting that the region must have good transport.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11278

Summary: The submitter believes Greater Wellington should have a strong hand on earthquake risks.

Response: Greater Wellington is the only local authority in the Wellington region that employs a hazard analyst.
Since 1995 Greater Wellington has produced numerous maps, brochures and fact sheets covering the earthquake risks in the region. All the information was obtained in collaboration with research institutions (GNS, NIWA, universities, earthquake specialists and consultants).
A regional hazard analysis review is carried out every five years (in conjunction with the Wellington region CDEM Group Plan review) to update our information.
Our Regional Policy Statement takes into account the effects of all natural hazards which directly influences district planning.

Topic: Finance - rates

SummaryID 11280

Summary: The submitter always wishes for a reduction in rates but accepts that rises are necessary.

Response: Thank you for your submission. Greater Wellington seeks to balance the delivery of essential services with the requirement to manage rate increases.

Topic: Non-Greater Wellington Topics

SummaryID 11277

Summary: The submitter opposes cuts to the Central Library because many students use it.

Response: We noted that you oppose cuts to the Central Library because many students use it. This matter is outside Greater Wellington's area of responsibility. We will pass on your comments to the appropriate agency.

Submitter:

Submission Number: 70

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11281

Summary: The submitter opposes light rail and instead believes the money should be spent on the Roads of National Significance projects through Wellington City.

Response: No response prepared as no contact details provided.

Topic: Water - infrastructure

SummaryID 11282

Summary: The submitter wants Greater Wellington to focus on ensuring water supply security to Wellington City in the event of an earthquake, specifically that the connections across fault lines should be renewed.

Response: No response prepared as no contact details provided.

Submitter: Barbara Nixon Mackay

Submission Number: 71

Organisation:

Topic: Transport - public transport services

SummaryID 11285

Summary: The submitter believes additional work needs to be done on Waikanae Park and Ride facilities as they are inadequate and inconvenient, noting that the main road has become a parking lot.

Response: We note your comments on the Waikanae park and ride carpark. Parking is under pressure at a number of railway stations across the network and it is not possible to continually meet the increasing demand, firstly because of cost and secondly because of land availability. This is a key reason for encouraging commuters to find other ways of travelling to the station other than by car, which lead to the introduction of free bus travel for those with monthly train passes, a scheme that applies at Paraparaumu and Waikanae. It is also one of the reasons why Greater Wellington may consider introducing charging for parking at some time in the future.

Topic: Non-Greater Wellington Topics

SummaryID 11283

Summary: The submitter believes that roading projects in Kapiti need to be considered further.

Response: We noted your comments about roading projects in Kapiti. The building of roads is outside of Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11284

Summary: The submitter believes not enough is being done in Kapiti and too much is being done in Wairarapa, as well as wonders if Wairarapa is better represented on the Regional Council than Kapiti.

Response: Greater Wellington allocates its resources according to its understanding of regional priorities and needs, and not necessarily on the basis of an equal spread across each district or city. From time to time there will be a particular focus on projects in one or more parts of the region, but this changes from year to year.

Submitter: A J Prentice

Submission Number: 72

Organisation:

Topic: General comments

SummaryID 11286

Summary: The proposed key projects and key changes from the Long Term Council Community Plan 2009-19 all look good to the submitter.

Response: We noted your general support for our proposed Annual Plan 2011/12.

Submitter: Bob Aldred

Submission Number: 73

Organisation:

Topic: Finance - rates

SummaryID 11288

Summary: The submitter believes good value for money is achieved in regional rates.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11287

Summary: The submitter supports the proposed key projects noting that they are wide and responsible.

The submitter particularly supports the transport initiatives, and also supports the water, safety and land management strategies.

Response: We noted your broad support for our proposed Annual Plan 2011/12.

Submitter: Roy Hewson

Submission Number: 74

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11292

Summary: The submitter believes Greater Wellington is on the right track with trains and light rail, and that the old rail link to the workshops should be reinstated.

Response: Thank you for your support of our investment in rail. The potential for light rail will be looked at as part of the Ngauranga to Airport corridor study due to commence next financial year. The rail link to the railway workshops in the Hutt is still in place and in use.

Topic: Water - planning for future demand and supply

SummaryID 11290

Summary: The submitter notes that water supply will always be an issue for the Wellington region and suggests that water meters are needed.

Response: Your comment about water meters is noted, however, meters can only be installed by the territorial authorities as Greater Wellington is the wholesale water supplier to them. Case studies have shown that introducing meters could be expected to reduce demand by about 15% and in some cases more. Before embarking on any significant expansion of the wholesale water supply system, Greater Wellington will be asking the city councils what their position is on metering domestic properties. Introducing universal metering may not be greatly different to the cost of new water supply infrastructure.

Topic: Parks and Forests - parks network planning

SummaryID 11291

Summary: The submitter hopes rules and policies are made with the help of users.

Response: The Parks Network Plan will continue to be developed with full engagement with park users. For example, we are currently working with users and other interested parties to develop the management regime for Baring Head.

Topic: Finance - rates

SummaryID 11294

Summary: The submitter believes rates increases should be kept to the cost of inflation and that major expenditures must be kept within affordable loan structures. The submitter states that residents cannot support continued rates increases of 5 to 7 percent.

Response: Thank you for your submission. Greater Wellington continues to strive for a balance of essential service delivery and rate increases. The need for prioritisation is clear and Greater Wellington has proposed a plan that believes best balances the services required by the citizens of greater Wellington and the tough economic times, making minimal rate increases a key requirement.

Topic: Non-Greater Wellington Topics

SummaryID 11293

Summary: The submitter opposes Grenada to Gracefield and State Highway 58 upgrades. The submitter believes that the bridges at each end of the Petone Esplanade need to be increased in size for better traffic flows, but notes that the cost of petrol may solve traffic problems.

Response: We noted your comments regarding Grenada to Gracefield and State Highway 58 upgrades and Petone Esplanade. These projects are considered in the draft Hutt Corridor Plan and your submission has been redirected into that process.

Topic: General comments

SummaryID 11289

Summary: The submitter supports the proposed Resource Management projects.
The submitter supports the proposed Safety and Flood Projection projects.
The submitter supports the proposed Land Management projects.

Response: We noted your support for the proposed Resource Management, Safety and Flood Projection and Land Management projects.

Submitter: Ms Noeline Gannaway

Submission Number: 75

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11295

Summary: The submitter opposes the fluoridation of drinking water stating that the practice is unproven, unethical and potentially dangerous.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Mr Rod Stubbs

Submission Number: 76

Organisation:

Topic: Resource Management - pollution prevention and control

SummaryID 11298

Summary: The submitter wants Greater Wellington to force owners who have not yet consented to cease discharges into waterways, specifically Waiwhetu Stream.

Response: The main source of sewage discharge into the Waiwhetu Stream comes from the Hutt City Council sewage treatment plant and associated network system, for which they have consent from the Regional Council. Consents for this activity were granted through a fully notified public process. On occasion there are unconsented discharges from the Hutt City network which are attributable to broken pipes. When this occurs we work very closely with Hutt City to resolve the issue as soon as possible and undertake an investigation into how and why the discharge occurred, and if appropriate, we would take enforcement action.

Topic: Transport - public transport services

SummaryID 11296

Summary: The submitter supports the Regional Rail Package and the refurbishment of the Ganz Mavag units. The submitter also wants better integration of bus and train services at Waterloo Station.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Bus and train timetables have been designed to deliver an integrated service to customers. However, this integration can break down if a service is running late. A key focus of the on-going rail improvements is improved reliability. Real time information, due to be rolled out in the Hutt Valley soon, will also assist by providing much improved bus travel time information and enable timetables to be reviewed and, if necessary, changed.

Topic: Water - collection, treatment and delivery

SummaryID 11299

Summary: The submitter wants Greater Wellington to always ensure water is of top quality.

Response: Greater Wellington agrees with you that, where practical, water should be of the highest quality. Currently, water from two of Greater Wellington's water treatment plants is graded 'A1', this is the highest grading given by the Ministry of Health. The third water treatment plant, Waterloo, is graded 'B'. The reason for this is that Hutt City Council prefers to receive unchlorinated water. If the water was chlorinated, then Greater Wellington is confident this plant would also have an 'A1' grading. With regard to the pipeline distribution system, this is graded 'a1', again the highest grading issued by the Ministry of Health.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11297

Summary: The submitter wants quick action on the Boulcott-Hutt stopbank.

Response: We have now reached agreement in principle with the Boulcott Farm Heritage Golf Club about access to their land for the construction of the stopbank and we are now in the process of finalising the details of that agreement. We anticipate starting construction in October 2011.

Submitter: Mr Rex McKay

Submission Number: 77

Organisation:

Topic: Finance - rates

SummaryID 11300

Summary: The submitter recommends a change in how the Stadium and Transport rates are calculated. The submitter prefers a uniform annual charge for these assets applied to all Wairarapa ratepayers.

Response: Thank you very much for your submission. The Revenue and Financing Policy that sets out the basis for the allocation of rates charges is reviewed every three years as part of the Long Term Plan (LTP) process. This will be the opportunity to have input to the allocation methodology. The arguments around "fairness" in allocation are a constant challenge. The striking of balance between total "user pays" and "regional benefit" is very difficult. Given the requirement to cover the costs of all services across the region in the absence of an overall reduction in costs a decrease in the allocation to one set of ratepayers, will result in an increase to another.

Submitter: Anja Martel

Submission Number: 78

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11301

Summary: The submitter would like to register non-consent to fluoridation of drinking water in New Zealand. Originally sent to 'Info at WCC' and forwarded on from there.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Andre Milkop

Submission Number: 79

Organisation:

Topic: Transport - public transport services

SummaryID 11302

Summary: The submitter wants an analysis done of passenger numbers on buses by route and time of day. Services with few passengers should be reduced to a lower frequency.

The submitter also supports the Regional Rail Package stating that bus services that run alongside rail services clog up the motorway.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Greater Wellington has an on-going programme of bus service reviews that does try and match demand with service frequency. A key project listed in the 2011/12 Annual Plan is to ensure that existing services provide value for money by redeploying resources from poorly performing services.

Submitter: Mr Gary Moller

Submission Number: 80

Organisation:

Topic: Parks and Forests - parks network planning

SummaryID 11344

Summary: The submitter wants the area around Terawhiti incorporated into the regional parks system.

Response: There are no plans in the 2011/12 year to purchase more land for our parks network.

Submitter: Mrs J Farrer

Submission Number: 81

Organisation:

Topic: Transport - public transport services

SummaryID 11345

Summary: The submitter wants the rail section between Trentham and Upper Hutt double tracked as soon as possible in order to improve poor performing service on the Wairarapa line.

Response: Greater Wellington agrees that double tracking between Trentham and Upper Hutt will improve service performance on the Hutt line. Under the proposed rail package, the responsibility for network upgrades rests with KiwiRail and the Government, and a case will have to be made for funding to be made available. Unfortunately this is unlikely in the immediate future.

Submitter: Ms Siobhan Procter

Submission Number: 82

Organisation:

Topic: Transport - public transport services

SummaryID 11347

Summary: The submitter queries about cost benefit analysis for the Regional Rail Package and the evidence that supports positive benefits to ratepayers from this investment.

Response: While there is no overall cost benefit analysis of the Regional Rail Package, individual elements will all have to demonstrate value for money in order to receive funding approval. The overall package is merely a way of dealing with changed Government policy, and we believe that it represents the best possible outcome for the residents of the region.

Topic: Finance - rates

SummaryID 11346

Summary: The submitter believes that the Regional Council should cut costs by only funding essential infrastructure delivery and not assist community events or purchase electric vehicles.

Response: Thank you for your submission. Greater Wellington continues to strive for a balance of

essential service delivery and rate increases. The need for prioritisation is clear and Greater Wellington has proposed a plan that believes best balances the services required by the citizens of greater Wellington and the tough economic times, making minimal rate increases a key requirement.

Greater Wellington spends very little on assisting community events. Purchasing electric vehicles is not a current policy of Greater Wellington

Submitter: H. B. Rennie

Submission Number: 83

Organisation:

Topic: Transport - public transport services

SummaryID 11349

Summary: The submitter states that public transport must be delivered at the lowest total cost possible and that capital intensive rail and light rail used only when it is the most efficient option of meeting passenger demand that buses could not handle.

Response: Greater Wellington aims to deliver the best value for money possible from its investment in public transport. The decision to invest in commuter rail was made following an assessment of bus versus rail in 2004. Rail is well suited to the economic movement of high volumes of passengers on key corridors, and this is the focus of the Council's Regional Rail Plan.

Topic: Finance - rates

SummaryID 11350

Summary: The submitter states that when rates rise faster than incomes and superannuation the need must be demonstrable and unavoidable - rather than nice to have.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Topic: General comments

SummaryID 11348

Summary: The submitter supports the key projects but not the timing of these projects.

Response: We noted your support for our key projects, but not necessarily their timing.

Submitter:

Submission Number: 84

Organisation:

Topic: Transport - public transport services

SummaryID 11352

Summary: The submitter supports upgrading the rail network and states that more carriages are needed on the Hutt line.

Response: No response prepared as no contact details provided.

Topic: Non-Greater Wellington Topics

SummaryID 11351

Summary: The submitter would rather have native trees planted along streets as opposed to deciduous trees that drop leaves which clog street drainage.

Response: No response prepared as no contact details provided.

Submitter: W. D. Alasdair

Submission Number: 85

Organisation:

Topic: Transport - public transport services

SummaryID 11353

Summary: The submitter supports the proposed Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Submitter: Mr Patrick Kinsella

Submission Number: 86

Organisation:

Topic: Transport - public transport services

SummaryID 11355

Summary: The submitter wants Greater Wellington to get the trains running on time.

Response: Greater Wellington is committed to improving on-time performance of the rail network, and this is a key reason for the on-going investment in rail. We agree that the current performance is less than satisfactory and are working hard with TranzMetro to delivered improvements. The new Matangi fleet that is being progressively introduced will provide significant improvements, but must be accompanied by improving the reliability of the GanzMavag fleet and of the network, both of which are underway.

Topic: Finance - rates

SummaryID 11356

Summary: The submitter opposes the proposed rates increase and suggests that Greater Wellington plan properly so as to not waste money.

Response: Greater Wellington takes its fiscal responsibility seriously and does not waste money. Every effort is made to ensure that the services delivered are essential and that they are delivered at the best cost.

Submitter: Ms Joan Flemming

Submission Number: 87

Organisation:

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11357

Summary: The submitter wants the reasons for delay on the Boulcott-Hutt stopbank to be made more transparent.

Response: The resource consents for the Boulcott Hutt Stopbanks have been granted. This process has been very public and any information you require with regard to who submitted and the nature of their submission, is readily available through our Environmental Regulation Department. We are now progressing with the appointment of a contractor and finalising the agreement to enter onto the Golf Clubs land to construct the works. Construction is due to start in October 2011.

Submitter: Ms L. A. Glasson

Submission Number: 88

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11360

Summary: The submitter prefers extending light rail out to the airport.

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for Wellington City. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider options to the airport.

Topic: Transport - public transport services

SummaryID 11358

Summary: The submitter supports all the improvement work being done on the train network and the Matangi units but would like to see more weekend services.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

The current level of weekend rail services is a balance between demand and the cost of providing services. There are no current plans to increase the level of service.

Topic: Parks and Forests - marketing and community relations

SummaryID 11359

Summary: The submitter trusts that Greater Wellington will consult with the original iwi concerning Wairarapa Moana.

The submitter also believes that Whitirea Park needs more plantings, so long as adequate fire breaks are maintained.

Response: Greater Wellington is working closely with both Wairarapa iwi, DoC and South Wairarapa District Council to promote and enhance Wairarapa Moana. A governance group has been set up (the Wairarapa Moana Wetland Group) which includes representatives from each of the agencies. A long term vision has been agreed and a management plan is being prepared. Wairarapa Moana provides a unique opportunity for the community, iwi and local government to work closely to achieve a fantastic facility for the Region.

Topic: Finance - rates

SummaryID 11361

Summary: The submitter does not like rates rises but is glad that they were kept under 5 percent.

Response: Thank you for your submission.

Submitter: Mr Bryce Wigodsky

Submission Number: 89

Organisation:

Topic: Water - infrastructure

SummaryID 11362

Summary: The submitter supports strengthening Te Marua water storage lakes but not expanding them. The submitter would rather money spent on water conservation programmes.

Response: Greater Wellington is of the view that strengthening of the Stuart Macaskill lakes at Te Marua is critical to improve the security of the water supply. Expansion of the lakes is required in order to maintain the 1 in 50 year drought standard agreed with our customers the City Councils of Upper Hutt, Lower Hutt, Porirua and Wellington. Greater Wellington runs a water conservation campaign each summer working closely with the city councils.

Submitter: M. Mawer

Submission Number: 90

Organisation:

Topic: Transport - public transport services

SummaryID 11364

Summary: The submitter is fine with the Matangi units but now wants them to run on time because meetings are planned around timetables.

The submitter also wants capacity improvements on the Wairarapa and Paraparaumu lines because waiting for 40 minutes is too long to stand.

Response: Greater Wellington is committed to improving on-time performance of the rail network, and this is a key reason for the on-going investment in rail. We agree that the current performance is less than satisfactory and are working hard with TranzMetro to delivered improvements. The new Matangi fleet that is being progressively introduced will provide significant improvements, but must be accompanied by improving the reliability of the GanzMavag fleet and of the network, both of which are underway. The introduction of the new Matangi fleet should also increase capacity on all the electric network, and if funding is available, enable additional carriages to be made available for the Wairarapa service.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11366

Summary: The submitter wants to know where is the vision for future-proofing with regard to energy, earthquake, safety and housing insulation in the Annual Plan.

Response: The vision for future-proofing the region is contained within the relevant strategies and plans of the council. As part of our Long Term Plan 2012-22 process, currently underway, we are seeking to more clearly articulate this vision in that document.

Topic: Finance - rates

SummaryID 11365

Summary: The proposed rates look reasonable to the submitter in Johnsonville, but the submitter notes that someone living in Crofton Downs or a remote part of Porirua would likely not be as supportive because they receive less benefits - particularly in the transport area.

Response: Thank you for your submission. Balancing the allocation of rates in a fair and equitable manner is a continual challenge. There are clearly some services (such as trains/buses) that are used by some ratepayers and not others. For this reason part of the cost of trains is recovered by way of fares, part by Central Government subsidy and part by way of rates. The rates portion recognises the wider benefit to the region (as apposed to the direct benefit to the user) of having a good quality public transport network. These include improved economic viability, improved environment through less cars and improved health by encouraging more active modes of transport.

Topic: General comments

SummaryID 11363

Summary: The submitter states that the summary document is not written in 'plain-English'.

Response: We noted your comment regarding the use of plain English in our publications.

Submitter: B. Connell

Submission Number: 91

Organisation:

Topic: Transport - public transport services

SummaryID 11368

Summary: The submitter wants more emphasis put on public transport, namely:

- more trains in the evening to Wairarapa
- buses in Wairarapa are too slow
- no fare increases
- more use of rail to carry freight.

Response: Thank you for your support of public transport. The Annual Plan does provide for significant on-going investment in public transport which now makes up 70% of the total expenditure of the council. Public transport services in the Wairarapa are to be reviewed in the 2011/12 year. However, the provision of any additional rail services will be dependent on the overall rail timetable and availability of rolling stock, passenger demand, and cost.

Greater Wellington's policy is that 45-50% of the cost of providing public transport services are met by the user. A fare increase is necessary to enable compliance with that policy.

Topic: General comments

SummaryID 11367

Summary: The submitter supports work in wetland preservation, erosion control and earthquake strengthening - and wants an earthquake warning system.

Response: We noted your support for wetland preservation, erosion control and earthquake strengthening.

Submitter: S. de Vere

Submission Number: 92

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11369

Summary: The submitter supports roading projects, including Transmissions Gully, Mount Vic Tunnel duplication and improving the coastal highway.

Response: Support is noted.

Topic: Transport - public transport services

SummaryID 11370

Summary: The submitter supports adding more Matangi trains into the rail fleet.

Response: Thank you for your support of the new Matangi trains. Ninety six cars have been ordered and that will progressively be introduced into the fleet over the next 12 - 15

months.

Topic: Water - infrastructure

SummaryID 11371

Summary: The submitter supports earthquake strengthening the Te Marua water storage lakes.

Response: Your comments in support of the strengthening of the Stuart Macaskill lakes at Te Marua are very much appreciated. Investing in the security of the water supply is a high priority for Greater Wellington.

Topic: Finance - rates

SummaryID 11372

Summary: The submitter supports a rates increase if it is necessary so long as 'Wgtn Council' supports the roading proposal to keep Government funding.

Response: The Wellington City Council has formally confirmed its support for the Ngauranga-Airport Corridor Plan, including the roading projects in that plan. Greater Wellington also supports that plan.

Submitter: Peter Broughton

Submission Number: 93

Organisation:

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11373

Summary: The submitter strongly supports the Wairarapa Water Use project.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - public transport services

SummaryID 11379

Summary: The submitter supports the proposed Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Finance - rates

SummaryID 11382

Summary: The submitter offers conditional support to the proposed rates increases provided the submitter's financial circumstances improve.

Response: Thank you for your response.

Topic: General comments

SummaryID 11378

Summary: In general, the submitter does not mind the changes from the 10 Year Plan since they seem largely due to timing changes.

Response: We noted your general acceptance of the changes from Greater Wellington's 10 Year Plan 2009-19.

Submitter: Dr Janke-Gilman Janke-Gilman **Submission Number:** 94

Organisation:

Topic: Transport - public transport services

SummaryID 11384

Summary: The submitter requests that all buses, as they are replaced with newer models, to have adequate wheelchair access including wide aisles and bays with fold-up seats.

Response: Greater Wellington supports the ongoing improvement to the accessibility of the bus fleet operating in the region. In its contracts with bus operators, Greater Wellington adopts the "Requirements for urban buses in New Zealand" standards prepared by the New Zealand Transport Agency. These standards provide for wheelchair accessibility and priority seating areas. As a consequence, the accessibility of bus fleets will be progressively improve over time.

The "Requirements for urban buses in New Zealand" can be found at <http://www.nzta.govt.nz/resources/requirements-for-urban-buses/docs/requirements-for-urban-buses.pdf>

Submitter: Robert & Margaret Smith

Submission Number: 95

Organisation:

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11385

Summary: The submitter supports the Wairarapa Water Use project.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Finance - rates

SummaryID 11386

Summary: While rates increase due to extra developments being made, the submitter requests that the amount of the increase be kept to a minimum because many young families and pensioners are struggling to make ends meet.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter: Mr Mike O'Rorke

Submission Number: 96

Organisation:

Topic: Non-Greater Wellington Topics

SummaryID 11387

Summary: The submitter just wishes for the expressway project to be accelerated.

Response: We acknowledge that you want the Kapiti expressway project to be accelerated. Timing of this project is outside of Greater Wellington's area of responsibility. Your comments will be passed on to the appropriate agency.

Submitter: Sam Holden

Submission Number: 97

Organisation:

Topic: Transport - public transport services

SummaryID 11388

Summary: While the Regional Rail Package will allow Greater Wellington to run extra carriages on the Wairarapa line, the submitter has noticed that on the 10.25 weekday service from Masterton to Wellington the train has 5 carriages but only 3 are actually used. The submitter understands that the reason for this is that the last 2 carriages then do not have to be cleaned upon arrival at Wellington Rail Station. This causes crowding issues and the submitter wonders why 2 carriages are not used given the wear and tear that comes from running these carriages.

Response: Two carriages on the 10.25 AM weekday services from Masterton to Wellington are locked off for a number of reasons. As an offpeak service, there is sufficient capacity in the remaining cars and staff levels are set for three rather than five cars. As mentioned, there is also a saving in cleaning costs. This particular train consists of five cars because of the need to reposition cars to Wellington for the afternoon and evening Wellington to Wairarapa services.

Submitter: D. Lees

Submission Number: 98

Organisation:

Topic: Transport - public transport services

SummaryID 11390

Summary: The submitter opposes subsidising trains with rates because paying a train fare means the rate-paying passenger is hit twice. The submitter does not take the train into Wellington often because it is much cheaper to make the same journey by car. The submitter also wants all rail platforms to be made smoke-free.

Response: Greater Wellington notes your objection to subsidising trains with rates. Unfortunately rail would be unaffordable to the users if it was not subsidised. While a ratepayer using the trains is paying directly through their fare and indirectly through their rates, this is no different to any other user "part pays" system such as swimming pool entry. Rail services do provide significant benefits to non users, principally through reduced congestion on the roads.

Rail platforms are not currently smoke free. Any move to make the platforms smoke free would have to be undertaken by TranzMetro under their bylaws.

Topic: Finance - rates

SummaryID 11389

Summary: The submitter notes that the higher rates go the less money is spent on retail.

Response: Thank you for your submission. I note your concern and for this reason, amongst others, Greater Wellington strives to keep rates increases to a minimum while still maintaining core services essential to the wellbeing of the citizens of the region.

Submitter: D. Chapman

Submission Number: 99

Organisation:

Topic: Transport - public transport services

SummaryID 11391

Summary: The submitter suggests building a secure parking lot at MacKays Crossing, similar to Wellington International Airport's long term parking, as well as a mini rail platform for commuters.

The submitter also supports the proposed Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Thank you for your suggestion of building a secure parking lot and MacKays Crossing as well as a mini rail platform for commuters. Unfortunately it is not acceptable from a safety perspective to build a mini platform and the cost of building a compliant platform is unaffordable at this time.

Topic: Finance - rates

SummaryID 11392

Summary: The submitter supports the proposed rates.

Response: Thank you for your submission.

Submitter: Domett

Submission Number: 101

Organisation:

Topic: Transport - public transport services

SummaryID 11394

Summary: The submitter requests that the trains adopt a similar method of payment as the Snapper card on buses. The submitter also comments in support of the Gold card.

Response: Greater Wellington is pleased to advise that it does plan to introduce an electronic ticket on the rail network, and we are hoping to be able to link into a national ticketing scheme being introduced in Auckland. Unfortunately the introduction of electronic ticketing to rail in Wellington is still several years away.

Your comments on the SuperGold card travel scheme are noted. This scheme is fully funded by the Government.

Topic: Transport - public transport services

SummaryID 11401

Summary: The submitter states that Greater Wellington should use the \$5.6 million savings on the trains and then stop spending on the trains.

Response: The \$5.6 million "saving" on the trains is simply the difference between what was forecast in the 10-Year Plan 2009 - 19, and is already built into the proposed budget for the 2011/12 year.

Topic: Finance - rates

SummaryID 11395

Summary: The submitter states that the proposed rates are too high.

Response: Thank you for taking the time to submit a response. Greater Wellington has delivered a package that it believes keeps rates increases to a minimum, while at the same time providing the essential services to improve the wellbeing of its citizens. With respect to the issue of rubbish removal, this is a matter to take up with Wellington City Council

Topic: Non-Greater Wellington Topics

SummaryID 11396

Summary: The submitter notes that Christchurch residents do not have to pay for rubbish pickup and that Wellington is becoming more untidy.

Response: We acknowledge your comments about rubbish collection. Rubbish collection is outside Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11393

Summary: The submitter believes Greater Wellington should earthquake-proof its buildings and water supply assets and make all buildings in Wellington adhere to the same standard.

Response: Greater Wellington is currently investigating the earthquake risk of several of our buildings. The results of this investigation will determine any necessary actions. The responsibility for regulating the upgrade of privately owned buildings sits with the city and district councils.

Submitter: Mr Mike O'Shaughnessy

Submission Number: 102

Organisation:

Topic: Finance - rates

SummaryID 11397

Summary: The submitter wants tight control of costs to keep them within budgets.

The submitter opposes ratepayer subsidies to community groups.

The submitter wants Greater Wellington to reduce spending due to tough economic times.

Response: Thank you for your submission. Greater Wellington Regional Council has provided a draft plan that it believes keeps the rates increases to a minimum while at the same time providing essential services that contribute to the wellbeing of the citizens of the region.

Submitter: Mr Graham Bennett

Submission Number: 103

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11399

Summary: The submitter believes double tracking the rail line between Trentham and Upper Hutt is of high importance.

Response: Greater Wellington agrees that double tracking between Trentham and Upper Hutt will improve service performance on the Hutt line. Under the proposed rail package, the responsibility for network upgrades rests with KiwiRail and the Government, and a case will have to be made for funding to be made available. Unfortunately this is unlikely in the immediate future.

Topic: General comments

SummaryID 11398

Summary: The submitter supports Greater Wellington's projects, but does not support Transmission Gully.

Response: We noted your general support for our key projects and that you do not support Transmission Gully.

Submitter: Mr Steve Glassey

Submission Number: 104

Organisation:

Topic: Safety and Flood Protection - civil defence and emergency management

SummaryID 11400

Summary: The submitter wants more spending on emergency management, specifically on a new disaster resilient operations centre(s), public warning systems and public education of vulnerable communities.

Response: Greater Wellington already makes provision in its Emergency Management budget to address these issues.

New Disaster Resilient Operations Centre(s) – The current centre has been audited by the Ministry of Civil Defence Emergency Management in 2008 and found to be adequate for the management of 95 to 97% of all emergencies. However, the Centre would not be adequate to manage a major earthquake or a major tsunami.

Greater Wellington is currently considering the establishment of a safe Centre at its new council offices in Masterton. The Centre in Masterton will be an alternate Centre and adequate to manage any disaster in the Wellington region.

Public Warning Systems – As a member of the Wellington CDEM Group Greater Wellington is engaged with the territorial authorities in its region to ensure adequate warning systems are in place.

The responsibility to specify and implement warning systems lies with each territorial authority, for example Hutt City has fixed siren systems, Wellington, Masterton and Carterton mobile siren and public address systems, and Porirua and Kapiti making use of emergency services' public address systems, telephone trees, etc.

Public Education of Vulnerable Communities – The Wellington CDEM Group (of which all the territorial authorities and Greater Wellington are members) has a Public Education Working Group who is responsible for the development of all publication education material in the region.

Several initiatives are already in place covering the hazards in the region, emergency water, household emergency planning, survival items, managing refuse, sewage, etc. To this regard several booklets, fact sheets, posters, banners, etc. were developed and implemented.

Delivery to the public is normally done through talks, displays, campaigns, advertising (radio and print media), the internet and answering direct requests from the public.

Submitter:

Submission Number: 105

Organisation:

Topic: General comments

SummaryID 11402

Summary: The submitter states that 'Council' should focus more on energy efficiency and renewable energy.

The submitter expects more leadership on big transport issues.

The submitter states that 'Council' must show leadership in the electric vehicle area.

Response: No response prepared as no contacted details provided.

Submitter: Mr Matthew Fitzsimons

Submission Number: 106

Organisation:

Topic: Finance - rates

SummaryID 11403

Summary: The submitter states that the Upper Hutt rates increases are excessive and that any new project Greater Wellington undertakes should not increase rates.

The submitter also objects to paying so much for transport and taking on more rail debt because the submitter does not use public transport and notices more and more buses travelling empty.

Response: Thank you for your submission. In preparing the Annual Plan, Greater Wellington seeks to balance rate increases with the demand for essential services that improve the wellbeing of citizens. Unfortunately, new services do have additional costs and even with close review of current services, with a view to reprioritisation, there are tradeoffs to be made. In other words, unless a current service is stopped or reduced it is extremely difficult to drive big enough productivity improvement to cover the cost of new services.

With regard to the Upper Hutt percentage increase, it is a constant challenge to allocate the cost of services across the region. There is a need to strike a balance between "user pays" and "regional benefit". Upper Hutt has a high percentage as the formula used to allocate targeted rates (mainly flood protection and transport) has resulted in proportionately more cost going to Upper Hutt as Upper Hutt receives more of the services.

Submitter: C.S. Butcher

Submission Number: 107

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11405

Summary: The submitter encourages the development of car parking buildings at high passenger use stations.

Response: We note your support for the development of car parking buildings at high passenger use stations. Unless this becomes an economic proposition for a developer it is unlikely to occur because of the high cost per park provided. Given the pressure on parking across the network Greater Wellington is keen for commuters to consider alternative ways of travel to stations, such as by taking connecting bus services, walking or cycling.

Topic: Water - infrastructure

SummaryID 11407

Summary: The submitter suggests the construction of a third water storage lake at Kaitoke.

Response: The construction of a third 'off river' water storage lake at Kaitoke is one of the options

being investigated by Greater Wellington to ensure that the 1 in 50 year drought standard, agreed with our customers the city councils of Upper Hutt, Lower Hutt, Porirua and Wellington, is maintained.

Topic: Parks and Forests - parks network planning

SummaryID 11409

Summary: The submitter believes that Baring head deserves early attention.

Response: Following our purchase of the Baring Head block in 2010 we have been carrying out research and investigating options for the future use and management of the area. The Council will confirm its preferred options of the park and this will feed into the more formal process of including Baring Head in the Regional Parks Network Plan and assigning Reserve status to the land.

In the meantime the area has been opened to the public, which happened in early 2011.

Topic: Land Management - pest management

SummaryID 11406

Summary: The submitter encourages increased attention to pest animal and weed control and congratulates Greater Wellington on creating the new Biodiversity department.

Response: Greater Wellington Regional Council is committed to mitigating impacts of pest plants and animals on the environment, and economy of the region through the Regional Pest Management Strategy 2002 -2022.

The creation of the Biodiversity department is another step to streamline the process of addressing and improving native biodiversity in the region that started in 1996.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11408

Summary: The submitter wants Greater Wellington to emphasize climate change strategies.

Response: We are currently working with other councils in the region to confirm the region's response to climate change impacts and to coordinate programmes. A regional strategy is being prepared which will complement the work of the other councils.

Topic: Community - democratic services

SummaryID 11410

Summary: The submitter recommends the use of STV voting system.

Response: Thank you for your recommendation that the Council adopt the STV electoral system for its elections. Later this year the Council will consider the system for its elections. Also, the Local Electoral Act 2001 provides that any time, a minimum of at least five percent of the electors of the Wellington region enrolled at the previous triennial Council election may demand that a poll be held on the electoral system to be used at the Council elections.

Topic: Finance - rates

SummaryID 11411

Summary: The submitter supports the proposed rates increases.

Response: Thank you very much for taking the time to respond.

***Topic:* General comments**

SummaryID 11404

Summary: The submitter notes a spelling mistake on page 4 under Resource Management. "Nessassary" for necessary.

Response: No response prepared.

***Submitter:* Tony Watts**

***Submission Number:* 108**

Organisation:

***Topic:* Transport - public transport services**

SummaryID 11413

Summary: The submitter states that investment in rail transport must not now slow down.

Response: Thank you for your support of the on-going investment in the metro rail system. We believe that the Regional Rail Package will deliver positive benefits for the region.

***Topic:* Water - infrastructure**

SummaryID 11414

Summary: The submitter states that increasing capacity at Te Marua lakes is vital.

Response: Greater Wellington is of the view that increasing the capacity of the Stuart Macaskill lakes is required in order to maintain the 1 in 50 year drought standard agreed with our customers the city councils of Upper Hutt, Lower Hutt, Porirua and Wellington.

***Topic:* Finance - rates**

SummaryID 11415

Summary: The submitter supports the proposed rates so long as the projects and policies are well managed.

Response: Thank you very much for taking the time to respond.

***Topic:* General comments**

SummaryID 11412

Summary: The submitter supports Greater Wellington's proposed projects and notes that Whitirea Park could become a real gem at low cost.

Response: We noted your support for our proposed projects and your positive comments about Whitirea Park.

Submitter: Robin Gunston

Submission Number: 109

Organisation:

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11416

Summary: The submitter supports the Wairarapa Water Use project.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - regional transport network planning

SummaryID 11417

Summary: The submitter supports an integrated transport plan that steers the region away from car dependency including and long term investment in rail and an integrated rail/bus network and ticketing.

Response: The support is noted.

Topic: Safety and Flood Protection - civil defence and emergency management

SummaryID 11420

Summary: The submitter wants Greater Wellington to lead the formation of an integrated civil defence response group to replace the local Territorial Authority civil defence groups.

Response: A 'Sharing of Civil Defence Emergency Management Services' project was initiated in December 2009 on behalf of the Wellington region Chief Executives. The focus of the project was to identify the best CDEM structure and service delivery model for the region that optimises the region's preparedness for and capability to respond to and recover from both local and region-wide emergency events. This project included an assessment of the effectiveness of the current structures and arrangements, and looked at the arrangements in other regions that have similar characteristics to Wellington. The project is nearing completion and is aimed at a full amalgamation of CDEM functions: i.e. a regional stand alone entity that employs all CDEM staff.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11421

Summary: The submitter supports long term strategic planning for climate change and water resources to properly inform the Regional Council on its strategic options.

Response: Support is noted.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11419

Summary: The submitter supports the Genuine Progress Indicator and wants it adopted by Central Government.

Response: We note the support. Greater Wellington is advocating to the relevant Government Departments for a national GPI.

Topic: Community - democratic services

SummaryID 11422

Summary: The submitter wants Greater Wellington to lead the way in being a trial council for full electronic voting by 2014.

Response: Your encouragement for the Council to trial electronic voting by 2014 is noted. Currently, local authorities are authorised under the Local Electoral Act 2001 to conduct their elections by way of ballot box or postal voting only.

A move to electronic voting would require legislative change. Such change could possibly be one outcome of the Minister of Local Government's recently initiated review of the system of local government, details of which can be found at the following link:

<http://www.dia.govt.nz/Resource-material-Our-Policy-Advice-Areas-Smarter-Government-Stronger-Communities>

Topic: Finance - rates

SummaryID 11418

Summary: The submitter expresses a limited appetite for rates increases, stating that Greater Wellington should move more in the direction of user-pays funding arrangements.

Response: Greater Wellington Regional Council is aware of the need to keep rate increases to a minimum in these tough economic times. This draft Annual Plan is viewed as the optimal balance between rate increases and provides the essential services to improve the wellbeing of citizens. The Greater Wellington Finance and Revenue Policy covers the approach to "user pays" versus "general rating". This Policy is up for review as part of the Long Term Plan production process due to occur over the next years. The issue of the proportion of user pays will be considered at this time.

Topic: General comments

SummaryID 11423

Summary: The submitter does not want Greater Wellington developing more policies and that Greater Wellington should conduct a review of all its policies that get in the way of operating a very low cost sustainable council.

Response: Greater Wellington is required to develop and keep up to date a range of policies by statute, including all the policies that currently form part of the Long Term Plan. Strategy and policy is an important mechanism to ensure that we spend our resources wisely and appropriately on the things with the highest priority and in a consistent manner.

Submitter: Peter Graham

Submission Number: 110

Organisation:

Topic: Resource Management - resource consent service

SummaryID 11425

Summary: The submitter particularly supports quick consenting of Transmission Gully motorway.

Response: The Transmission Gully consenting process will be handled by the Environmental Protection agency and an appointed Board of Inquiry as a matter of national significance. The New Zealand Transport Authority has sought a chance to the Greater Wellington Freshwater Plan as a first step in the planning process around the development of transmission gully, and once this has been completed it is likely that a consent application for the construction of the route will follow. Greater Wellington is playing a full role in this process through our engagement with the Environmental Protection Authority.

Topic: Transport - regional transport network planning

SummaryID 11426

Summary: The submitter is pleased to see an independent study into light rail - a project on which the submitter has doubts.

Response: Comment is noted.

Topic: Water - planning for future demand and supply

SummaryID 11427

Summary: The submitter supports capacity increases but states that conservation programmes and water meters also need to be included.

Response: Greater Wellington notes and agrees with your preference for demand reduction rather than supply augmentation. Each year that a new dam or storage lake can be deferred potentially saves the community millions of dollars in debt servicing costs and Greater Wellington prefers to leave this for as long as possible without jeopardising the ability to supply.

As a bulk supplier, Greater Wellington has only four customers, the city councils of Upper Hutt, Lower Hutt, Porirua and Wellington, and as such does not have a great deal of scope to directly implement demand management methods in the community, Greater Wellington does, however, continue to look for ways to build cross sector relationships and make water saving technology more accessible for residents.

In addition, Greater Wellington carries out an annual water conservation programme and supports the policies of our customers that promote the conservation of water.

Topic: Land Management - biodiversity

SummaryID 11428

Summary: The submitter does not support the creation of biodiversity department, noting that Central Government is making considerable cost savings by amalgamating departments.

Response: The new Biodiversity Department has been formed to drive efficiencies in the delivery

of current programmes. Previously the biodiversity programmes were implemented across five different areas within GW. The new Department is reviewing all these programmes to determine whether our current priorities are appropriate.

Topic: Finance - rates

SummaryID 11429

Summary: The submitter states that rates increases given funding requirements for rail upgrade programmes seems reasonable.

Response: Thank you for your submission.

Topic: General comments

SummaryID 11424

Summary: The submitter made the following general comments:

Safety and flood protection: support

Land management: fine

Parks and forests: support

Community: okay

Regional sustainable development: deserves only limited funding because the submitter has doubts it will achieve much.

Response: We noted you support for our safety and flood protection, land management, parks and forests and community projects. We also noted your preference for limited funding of regional sustainable development projects.

Submitter: Hilda M Mendosa

Submission Number: 111

Organisation:

Topic: General comments

SummaryID 11430

Summary: The submitter does not support projects put forward by John Key.

Response: We acknowledge that you would not support any projects put forward by John Key. "Key projects" identified in the Proposed Annual Plan Summary 2011/12 that you received in your letterbox are the main projects Greater Wellington is proposing for 2011/12 and not projects promoted by John Key. We apologise for any confusion this may have caused.

Submitter: Gordon Paynter

Submission Number: 112

Organisation:

Topic: General comments

SummaryID 11431

Summary: The submitter generally supports Greater Wellington's initiatives, in particular development of the regional plan, Regional Rail Package and other rail upgrades including light rail.

Response: We noted your general support for our initiatives and your particular support for the development of the regional plan, the regional rail package and other rail upgrades including light rail.

Submitter: Nigel Foster

Submission Number: 113

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11433

Summary: The submitter recommends that Greater Wellington utilise and improve current trolley bus assets as opposed to introducing light rail.

Response: All options will be considered in the Public Transport Spine Study, including utilising the current trolley buses, to find a feasible high quality system for Wellington in the mid to long term future.

Topic: Transport - public transport services

SummaryID 11432

Summary: The submitter is confused over the idea of Greater Wellington owning regional stations and would like the following questions answered:

- Who owns them now?
- How are you going to obtain ownership? Are you hoping to buy them? Are they up for sale?
- How much money will it cost to obtain them?
- How do you intend to raise this money? Please do NOT increase fares in order to buy stations.
- What is your definition of "regional" stations? Does that include ALL railway stations that you currently have passenger service?
- How can you ensure that stations will get any more maintenance than any other owner would provide?

The submitter notes that Central Government could shut down rail lines (ie Johnsonville and Melling) leaving Greater Wellington with unusable assets.

Response: Here are the answers to your questions on the ownership of railway stations.

Who owns them now? KiwiRail owns the majority of stations, but Greater Wellington owns Waterloo, Petone, Waikanae and the new station building at Paraparaumu.

How are you going to obtain ownership? Ownership will transfer from KiwiRail to

Greater Wellington via a sale and purchase agreement.

Are you hoping to buy them? Station ownership will transfer for a nominal sum or at no cost.

Are they up for sale? No, but as part of the rail package ownership would be transferred to Greater Wellington.

How much money will it cost to obtain them? As above, either a nominal amount like \$1 or no cost.

How do you intend to raise this money? As above, there is no need to raise money.

What is your definition of "regional stations"? Regional stations are those railway stations that are located on the railway lines that form part of the Wellington metro rail network. Stations include the buildings, seating, lighting etc but not the platform.

Does that include all railway stations that you currently have passenger service? It includes all stations that have a metro rail service, except for Wellington station.

How can you be ensure that stations will get any more maintenance than any other owner would provide? Ownership by Greater Wellington will provide it with more direct control over the station maintenance than at the present time when the majority of stations are owned by KiwiRail but all of the maintenance funding comes from Greater Wellington (who receive a subsidy from the government).

Greater Wellington specifies the metro rail services that it wants to provide within the region, and it pays the track access and maintenance charges for the railway lines (again with a subsidy from the government). Decisions to keep the Johnsonville line open were made several years ago and both central and local government have made major investment in the network since that time. There are no current plans to withdraw services from the Melling line. Overall, Greater Wellington believes that the risks of Greater Wellington being left with stranded assets are low.

Submitter: Ms J Davies

Submission Number: 114

Organisation:

Topic: Transport - public transport services

SummaryID 11468

Summary: The submitter wants improved services on the Kapiti Line, noting that more people are moving out of Wellington City and commuting to work as well as that trains are full by the time they reach Paraparaumu. The submitter also wants Raumati Rail Station built.

Response: Greater Wellington is working with TranzMetro to improve rail services on the Kapiti line. We are looking to increase both capacity and reliability over time, with the progressive introduction of the new Matangi trains, refurbishment of the GanzMavag fleet, and network upgrades. Matangi trains are now running peak services on the Hutt line and will be introduced to the Kapiti line later this year.

In terms of Raumati Station, Greater Wellington has made the following commitments:

- That the design of the double tracking and electrification between MacKays Crossing and Waikanae will not preclude the construction of a Raumati railway station
- That the Greater Wellington owned land at Raumati will be retained as a potential carpark and not be sold to developers for other activities
- That the future programme of work on the Kapiti line will be reviewed once the electrification and double tracking work is complete.

The review will be commenced once new Matangi trains start operating on the Kapiti line.

Topic: Finance - rates

SummaryID 11470

Summary: The submitter notes that Kapiti Coast has one of the highest rates increases and wants the some of the money spent on improving rail service between Kapiti and Wellington as well as on improving the existing State Highway 1 route.

Response: We can assure you that a substantial part of the investment in the rail will go towards improvements on the Kapiti line, which has already had a significant investment with the double tracking project and electrification to Waikanae. New and refurbished trains and ongoing network upgrades will provide more reliable services across the network.

Greater Wellington does not fund roads, so its rates will not be contributing towards improvements on the existing SH 1 route.

Topic: Non-Greater Wellington Topics

SummaryID 11469

Summary: The submitter opposes the proposed Kapiti Expressway and recommends that the single lane sections of State Highway 1 at Paraparaumu and Pukerua Bay be expanded instead.

Response: We acknowledge your opposition to the proposed Kapiti Expressway and your

preference for single lane sections of State Highway 1 at Paraparaumu and Pukerua Bay be expanded instead. The construction of state highways is outside of Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Submitter: Ms Janet Grieve **Submission Number:** 115

Organisation:

Topic: Water - conservation programmes

SummaryID 11472

Summary: The submitter wants individual water metering to be revisited.

Response: Your comment about water meters is noted. Greater Wellington's water supply role is concerned primarily with bulk water supply to city council reservoirs. The decision to install water meters on individual households rests with the four city councils that serve metropolitan Wellington. However, before embarking on any significant expansion of the bulk supply system, Greater Wellington will ask the city councils what their position is regarding metering domestic properties.

Submitter: Ms Heather Mathie **Submission Number:** 116

Organisation:

Topic: Transport - public transport services

SummaryID 11474

Summary: If the proposed Regional Rail Package goes ahead, the submitter wants to see an immediate improvement in services and recommends that the Regional Council try to catch the current trains on a regular basis at peak time.

Response: Greater Wellington expects to see an on-going progressive improvement to the rail service as the new Matangi trains are introduced into service, the GanzMavag fleet is refurbished, and the network is upgraded. While there will be some immediate impacts, other benefits will occur over time as upgrade work is completed. For example, under the proposed rail package, the Crown will fund deferred network renewals over an 8 year period.

Topic: General comments

SummaryID 11473

Summary: The submitter supports the proposed projects and rates in general.

Response: We noted your general support for the proposed projects and level of rates.

Submitter: R. F. McStay

Submission Number: 117

Organisation:

Topic: General comments

SummaryID 11475

Summary: The submitter supports the proposed projects, changes and rates.

Response: We noted your general support the proposed projects, changes from the 10-Year Plan 2009-19 and level of rates.

Submitter: L. M. Watson

Submission Number: 118

Organisation:

Topic: Transport - public transport services

SummaryID 11476

Summary: The submitter notes that Wellington needs a high quality public transport service plus refurbishment of the Ganz Mavag units.

Response: Greater Wellington agrees that Wellington needs a high quality public transport service that delivers value for money for users and funders. Funding is allocated in the Annual Plan 2011/12 for the on-going delivery and improvement of public transport services, including commencing the refurbishment of the GanzMavag units.

Submitter: Mr Roger Manthel

Submission Number: 119

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11477

Summary: The submitter states that it is essential for Wellington to accept the New Zealand Transport Agency's offer of \$2.4 billion and notes that this does not prejudice a high quality public transport service.

Response: Both Greater Wellington and Wellington City Council support the Ngauranga-Airport transport "package" which is a mix of both upgraded public transport, improved walking and cycling facilities and improved road infrastructure and capacity. As the submitter notes, many of the roading improvements (e.g. the improvements around the Basin Reserve and changes along the Golden Mile) will significantly improve the reliability of the current bus services.

Topic: General comments

SummaryID 11478

Summary: The submitter generally supports the proposed changes from the 10 Year Plan 2009-19.

Response: We noted you general support for the proposed changes from the 10-Year Plan 2009-

Submitter: Ms Patricia Venn **Submission Number:** 120

Organisation:

Topic: Regional Sustainable Development - regional resilience

SummaryID 11479

Summary: The submitter is mostly worried about rising sea levels affecting State Highway 1 and flooding through Wairarapa Valley. The submitter wants Transmission Gully high on the agenda because of this as well as for another route out of Wellington in the event of an earthquake.

Response: We are currently researching the threats facing the region from rising sea levels and will continue to work with local councils to improve our capacity to respond to these threats. We are reviewing our flood protection plans to take account of new information about the scale of the threats.

Our transport planning takes into account the potential for sea level rises and our ability to effectively respond to a major earthquake event in Wellington. These have been factors in the selection of the Transmission Gully Motorway option to address the constraints on the current SH1 route/ The motorway is on track for construction to be constructed on schedule.

Submitter: Miss J Waugh **Submission Number:** 121

Organisation:

Topic: Transport - public transport services

SummaryID 11482

Summary: The submitter supports spending money now on the Regional Rail Package if it will save costs later.

The submitter also notes that it makes good business sense to improve bus services without increasing the budget.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region and will provide value for money over time. We agree that it makes good business sense to improve bus services without increasing the budget as this will ensure that services are operated efficiently and provide the best value to users and funders.

Topic: Water - planning for future demand and supply

SummaryID 11481

Summary: The submitter notes that a strengthened and secure supply of clean safe water is essential but is not a quick process. The submitter therefore supports investigation into the most feasible and cost effective option of increasing the water supply and opposes the delay in funding for the Te Marua water storage lakes.

Response: Your support of Greater Wellington's investigations into the feasibility and cost

effectiveness of options for increasing the security of the bulk water supply is appreciated.

Topic: Land Management - biodiversity

SummaryID 11480

Summary: The submitter supports a biodiversity strategy so work is coordinated, efficient and leads to a better use of resources as well as prevent duplication of work.

Response: The submitter's support for the formulation of a Regional Biodiversity Strategy is noted.

Submitter: Ms Sherry Phipps

Submission Number: 122

Organisation:

Topic: Transport - public transport services

SummaryID 11487

Summary: The submitter states that people who cannot mount the long steps at Ava bridge have to walk 300 metres to get back on the bridge. Cyclists have to carry their bikes up the steps as well.

The submitter opposes the public transport projects and the proposed Regional Rail Package for multiple reasons as follows:

- suburbs were built for motor cars and will continue to rely on these vehicles in the future
 - trains are used because parking in Wellington is expensive and inconvenient
 - people prefer door to door connectivity and generally dislike public transport
 - public transport is inconvenient for people with small children and for shopping
 - parents do not feel train stations and bus stops are safe for children
 - public transport is poorly patronised during off peak hours
 - car parking at train stations is inadequate
 - increasing expenditure is incompatible with an aging population living on declining incomes.
-

Response: Greater Wellington notes your opposition to the public transport projects and the Proposed Rail Package, and the reasons you have provided. We certainly don't promote public transport as the only means of travel, but funding the provision of public transport it is a core responsibility of Greater Wellington and is supported by the majority of submitters and ratepayers. Public transport provides multiple economic, environmental and social benefits for the region, which has the highest per capita public transport use in the country. Half of the commuters travelling into Wellington each morning travel by train. We are conscious of the demands on the community for funding, and carefully balance direct user charges through fares with public subsidies, while being conscious of the overall costs and that services provide value for money.

Topic: Water - planning for future demand and supply

SummaryID 11488

Summary: The submitter prefers individual control of water supply in the form of private water storage tanks and notes that the Christchurch earthquake has shown the benefits of households having their own water supply.

The submitter supports planning for and construction of alternative water sources in order to avoid large future price increases.

Response: Your views on private water supplies are noted. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes, however, for the purpose of coping with a drought situation private water storage is neither an economical or reliable substitute for bulk storage and delivery of potable water.

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11489

Summary: The submitter opposes elderly having to pay to fund and maintain parks and reserves because a person has to be young and fit to access these areas.

Response: There are numerous locations in the regional parks and forests which are accessible to people of all abilities. The information leaflet "Accessible places in regional parks" is available on our website.

The regional parks fulfil many other functions which benefit all residents of the region, e.g. providing sources of clean water and preserving key ecosystems.

Topic: Community - democratic services

SummaryID 11485

Summary: The submitter believes there are too many Territorial Authorities.

Response: The Council has noted your view that there are too many territorial authorities.

As you may be aware, this Council, together with the other local authorities of the Wellington Region, has recently invited public submissions for the future structure and functions of local government in the Wellington Region, based on a report prepared for the Wellington Regional Mayoral Forum by PriceWaterhouse Coopers. The report is available at the following link: <http://www.gw.govt.nz/assets/About-GW-the-region/Our-Organisation/WRC-Governance-Review-Report-241110.pdf>

Also, the Minister of Local Government recently initiated a comprehensive review of the system of local government which could result in changes to the structure and functions of local government. The documents relating to the Minister's review can be accessed via this link: <http://www.dia.govt.nz/Resource-material-Our-Policy-Advice-Areas-Smarter-Government-Stronger-Communities>

Topic: Finance - rates

SummaryID 11486

Summary: The submitter opposes the proposed rates because the cost of living and GST has gone up as well.

The submitter would like to see an age and income pyramid to breakdown how Greater Wellington is funded.

The submitter wants to see where Greater Wellington has made savings on its activities.

Response: Thank you for your submission. Greater Wellington has aimed at producing a proposed Plan that balances the rate increases against delivering essential services that improve the wellbeing of all citizens. Greater Wellington constantly looks at ways

of reducing bureaucracy and improving the cost of services.

Topic: General comments

SummaryID 11483

Summary: The submitter notes that the layout of the submission form appears to be meant to guide ratepayers along the path Greater Wellington wants to lead them.

Response: We acknowledge your comments regarding the layout of the submission form. The submission form is designed to make it easy for submitters to provide feedback on Greater Wellington's key proposals.

Submitter:

Submission Number: 123

Organisation:

Topic: Non-Greater Wellington Topics

SummaryID 11490

Summary: The submitter would prefer if a native Kowhai tree had been planted on the berm outside the submitter's home rather than the oak tree because the falling oak leaves block the drain and cover the submitter's garden.

Response: We acknowledge your comments about the trees on the berm outside your home. Road reserves are outside of Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Submitter: Mr Ben Dunbar-Smith

Submission Number: 124

Organisation: EECA

Topic: Regional Sustainable Development - Warm Greater Wellington

SummaryID 11491

Summary: The Energy Efficiency and Conservation Authority:

- Congratulates the Regional Council on its foresight in adopting a Voluntary Targeted Rate scheme to support the promotion of the Government's \$347 million Warm Up New Zealand: Heat Smart scheme for insulation and clean heating within the community.
- Urges the Regional Council to continue the Warm Greater Wellington programme
- Supports the proposed change to the Ten Year Plan for the funding of \$3 million during 2011/12 to continue the Voluntary Targeted Rate scheme.
- Thanks Greater Wellington staff for work in establishing the scheme, and for assisting other councils who have followed Greater Wellington's lead – and notes that seven councils throughout the country have now adopted or are currently implementing this innovative way of supporting home retrofits.
- Notes that enhanced uptake of insulation and clean heating provides significant benefits to your community in terms of job creation, improved health outcomes, enhanced air quality, potential for reduction on greenhouse gas emissions, ability for the elderly to 'age in place', and promotion of regional development.
- Asks the Regional Council to include the importance of energy efficiency in policy considerations.

Response: Thank you very much for your submission. Greater Wellington is pleased to be participating in the scheme and are delighted with the take-up and benefits being delivered.

Submitter: Chris Renwick

Submission Number: 125

Organisation:

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11493

Summary: The submitter supports the continued feasibility study for the Wairarapa Water Use Project and asks what role Mana Whenua are playing in this project.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - regional transport network planning

SummaryID 11494

Summary: The submitter supports the development of the Regional Land Transport Programme and wants it to explore the development of a wide range of options such as light rail, trains, buses, cyclists and pedestrians - options that don't involve large motorways and expensive flyovers especially with the days of unlimited petrol and other non-sustainable fuels hopefully coming to an end.

Response: The purpose of the Regional Land Transport Programme is to prioritise and allocate funding to the various transport projects in the region over the next 3-10 years. The projects have been identified in the existing Regional Land Transport Strategy and its supporting corridor plans.

The programme will continue to be a mix of walking, cycling, public transport and roading projects, in line with the region's multi-modal transport plans. The programme is expected to include the proposed Kapiti expressway and Transmission Gully Motorway, as well as the grade separation around the Basin Reserve. Like many of the roading projects, the Basin Reserve improvements are as much about enabling the buses to run more efficiently and reliably and improve walking and cycling facilities as they are about increasing roading capacity.

Topic: **Transport - public transport services**

SummaryID 11495

Summary: The submitter supports the proposed Regional Rail package but wishes buses would allow other beneficiaries and tertiary students to either travel or free or at a cheaper rate than at present.

The submitter requests an extension of the Snapper Card to cover invalid beneficiaries as well as those who qualify for the Total Mobility Scheme, noting that not all invalid beneficiaries qualify or wish to qualify for the Total Mobility Scheme.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

We will be reviewing our fare structure during the coming year, including the concessionary fares that are available. Our current policy is to ensure that overall the users of services contribute between 45-50% of the costs of providing the services.

Topic: **Community - relationship with Maori**

SummaryID 11492

Summary: The submitter supports strongly the development of a new regional plan with Te Upoko Taiao - with the Mana whenua of the region.

The submitter also supports the development of a joint Management Plan with Ngati Toa Rangatira for Whitireia Park and believes that similar models should be adopted throughout the region.

The submitter supports the development of an iwi internship programme but asks why on page 57 of the draft Annual Plan in 'Relationships with iwi' there is such a difference with the two figures given - hopefully it means that Greater Wellington is increasing the money it is spending on iwi.

Response: The support is noted.

The differences in the budget for "Relationship with Iwi" reflects increased

expenditure. The extra money is needed to enable Greater Wellington to fund the increased activities to enhance our relationships with Iwi.

Topic: Finance - rates

SummaryID 11497

Summary: The submitter thinks proposed rates appear about right, although is a bit worried about the region's exposure in case a natural disaster such as happened in Christchurch happens here.

Response: Thank you very much for your submission. Greater Wellington manages its exposure to natural disasters by having specific staff assigned civil defence and disaster management responsibilities, having clear disaster recovery plans, building contingency reserves and having third party commercial insurance.

Topic: General comments

SummaryID 11496

Summary: The submitter supports Greater Wellington's plans for dam strengthening, flood protection measures, alternative water sources and erosion control as well as completing a Regional Biodiversity strategy as well as strategies for climate change and water.

Response: We noted your support for dam strengthening, flood protection measures, alternative water sources, erosion control, and completing strategies on a biodiversity, climate change and water.

Submitter: Anand Ranchord

Submission Number: 126

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11498

Summary: The submitter would like to see greater clarity of the regional transport agenda (rail, roading, private, public etc) before committing to the investment on a piecemeal approach. Given the in-decision with Wellington City Council over transport priorities the submitter notes that the region needs to have an agreed, all encompassing transport strategy before making investment.

The submitter is not advocating more delays for consultation or analysis - just clarity on what the strategy is, then invest accordingly.

Response: The regional transport agenda is set through a series of plans. The Regional Land Transport Strategy sets the vision and overall approach and goals for the network. We also have a series of corridor plans and other plans (walking, cycling, freight, safety) that set out how we will implement our strategy, including listing projects and the expected timing of those projects. The link to the regional transport planning documents on Greater Wellington's website is <http://www.gw.govt.nz/rfts/>

The strategy and its supporting plans are prepared by the Regional Transport Committee. All the region's Council's are represented on the committee by their Mayors. The NZ Transport Agency also has a representative on the committee.

This planning approach provides the basis for an agreement for how the network is to be managed over the short and longer terms.

Topic: Finance - rates

SummaryID 11499

Summary: The submitter does not support the proposed rates changes until the following is provided:

- a clearer and agreed transport strategy before making the investments and by implication collecting the revenue
- clear evidence of how, and to what extent Greater Wellington has become more lean, productive and focused on activities that matter, and stopping of those that don't so as to avert need to continually raise rates/fees
- information on what Greater Wellington has de-prioritised in order to devote more resources/focus elsewhere

The funding plan states that Greater Wellington will incur \$86m more in costs that were previously planned in prior periods. In that case - there should have been significant under-spend to plan in those periods and that should have resulted in rates not being increased during those times. The submitter does not recall this being the case - and asks where was funding re-directed.

Response: Thank you very much for your submission. Greater Wellington goes through a number of processes to ensure that services delivered are desired by the public and are excellent value for money. These include the Long Term Plan process, the Annual Plan process and annual budgeting process. You refer to \$86m more in cost. This will largely be driven by the increase in capital expenditure on the new rail system. This is funded largely by Central Government. Thus, depending on exactly when the

expenditure is incurred, the variances on income and expenditure can be quite significant year on year.

Submitter: Jim **Submission Number: 127**

Organisation:

Topic: Transport - public transport services

SummaryID 11500

Summary: The submitter opposes the refurbishment of the Ganz Mavag fleet unless it reduces the number of breakdowns. The submitter would prefer if more Matangi units were purchased instead.

The submitter supports higher rates to cover increasing costs of public transport.

Response: Thank you for your support of the increased investment in public transport. The principle reason for the proposed upgrade of the GanzMavag trains is to improve their reliability and extend their life. A final decision to refurbish rather than replace is yet to be made, and will take into account the whole of life value that will be achieved together with affordability.

Submitter: Anthony Morris **Submission Number: 128**

Organisation:

Topic: Transport - public transport services

SummaryID 11501

Summary: The submitter states that Greater Wellington should make use of Snapper Card information to review bus timetables to make sure resources are allocated in the most efficient manner. The submitter would prefer a two hub model at both ends of inner city Wellington with a dedicated trolley bus route between the two hubs.

Response: Greater Wellington has access to a number of data sources when it reviews bus timetables to ensure that resources are allocated efficiently, which will be a key focus of the current review of Wellington bus services. We note your support for a two hub model at both ends of inner city Wellington with a dedicated trolley bus route between the two hubs. We are looking at various hubbing options together with through routing as potential means of improving the efficiency of the services. There will be further opportunities for public input as potential options are developed.

Submitter: Cecil Duff

Submission Number: 129

Organisation:

Topic: Water - planning for future demand and supply

SummaryID 11502

Summary: The submitter states that the feasibility and potential impacts of new water storage lakes should be investigated before the lakes are constructed. The submitter notes that a vast amount of water washes off the Tararua Range as well as water runoff from the rooftops of private properties should not be wasted.

Response: The submitter can be assured that the feasibility and potential impacts of new water storage lakes are thoroughly investigated before deciding whether to proceed with development. The consenting process under the Resource Management Act and Building Act also provides a rigorous analysis of potential impacts. Your comment on water run-off from rooftops is noted. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes.

Submitter: Ferial Falconer

Submission Number: 130

Organisation: Friends of the Waikanae River Inc

Topic: Safety and Flood Protection - environmental enhancement of river corridors

SummaryID 11503

Summary: The submission from Friends of the Waikanae River provides an overview of previous work, thanks Greater Wellington for the continuing commitment to maintain the tracks and restoration sites along the Waikanae River. The submission also makes two recommendations:

- that Greater Wellington funds a contractor to work in the Waikanae River environs for two days a week to help the volunteers with maintaining existing plantings, enhancing the environment and providing for appropriate recreational use
- that Greater Wellington investigates how to make the State Highway 1 bridge footpath safer for users of the Waikanae River Walkway.

Response: In relation to your two recommendations

1. We will be including a proposal for the funding of an environmental river hand for the Waikanae and Otaki rivers in the next LTP consultation document. This funding proposal will have to be considered alongside all the other proposals for Council spending as part of the LTP process. This type of funding is seen as discretionary and may or may not be considered affordable at the time the plan is finalised. We certainly appreciate the input from the Friends Groups on the two rivers in Kapiti and can see the need for the type of assistance requested.
2. We note your comments about the safety for pedestrians on the SH1 bridge over the Waikanae River and will pass these comments on to NZTA for them to investigate.

Submitter: Bruce Crothers

Submission Number: 131

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11504

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that the current cycle route is in poor condition.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Michael Toews

Submission Number: 132

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11505

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that the current route is poorly maintained. The submitter also states that a waterfront route will provide multi-purpose recreational benefits as well.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Uwe Morgenstern

Submission Number: 133

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11506

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that the current route is dangerous and that such a facility along with the Great Harbour Way would attract considerable tourism to the region.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Mark Ilic

Submission Number: 134

Organisation:

Topic: Transport - public transport services

SummaryID 11507

Summary: The submitter supports the proposed Regional Rail Package with the exception of the refurbishment of the Ganz Mavag units. The submitter wonders if refurbishment represents the best long term value for money (for example, lifetime maintenance and operating costs) when compared to buying extra new Matangi units. The submitter suggests the comparison of options and/or cost benefit analysis be made available to the public for scrutiny.

Response: Thank you for your support of the Regional Rail Package, noting your concerns about the refurbishment of the GanzMavag units. A final decision to refurbish rather than replace is yet to be made, and will take into account the whole of life value that will be achieved together with affordability. We anticipate that when a report is prepared on this matter it will be publicly available, although there is the potential that some aspects may be commercially sensitive and will be withheld.

Submitter: Lana Cohen

Submission Number: 135

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11508

Summary: The submitter strongly requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that the current route is dangerous.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Jim Chrzyszczuk

Submission Number: 136

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11509

Summary: The submitter would like to cycle to work from Te Aro to Avalon but drives instead because the current route is poorly maintained. The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Brenda Rosser

Submission Number: 137

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11510

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Nicola Lang

Submission Number: 138

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11511

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on SH2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Waverley Jones

Submission Number: 139

Organisation:

Topic: Resource Management - environmental education and community engagement

SummaryID 11516

Summary: The submitter encourages Greater Wellington to continue support of environmental education and the EnviroSchools programme.

Response: Greater Wellington recognises the important role environmental education plays in increasing community awareness of the importance of biodiversity. Greater Wellington's environmental education function and its relationship with allied programmes such as EnviroSchools is being reviewed as part of the development of the Regional Biodiversity Strategy.

Topic: Transport - regional transport network planning

SummaryID 11512

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Topic: Transport - public transport services

SummaryID 11513

Summary: The submitter requests that Greater Wellington:

- should make Snapper cards available on all trains and buses in the region
- reduce public transport costs by reinstating the \$1 inner city section and re-introducing the \$5 day tripper
- continue to support the twice daily Capital Connection.

Response: Greater Wellington does have plans for an integrated electronic ticket for all public transport in the region, but is yet to determine the most appropriate system to pursue. We are hopeful that we can join a national system currently in development and to be rolled out in Auckland over the coming months. However, it is likely to be some time before a system can be implemented in Wellington.

Reducing fares only reduces the cost of public transport to the user, and our current fare policy is that overall users contribute 45-50% of the costs of providing services. We believe that this represents a fair balance between users and funders (ratepayers and taxpayers).

The Capital Connection services is currently a commercial services operated by KiwiRail with no subsidy from Greater Wellington. We support the continued operation of the service on this basis.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11518

Summary: The submitter supports the continued maintenance of the river walkway and flood protection measures along the Hutt River and requests that Greater Wellington improves the signage and lighting along the Hutt River walkway.

Response: We note your comments about the Hutt River and confirm that we will continue to maintain the flood protection measures and walkway. We are continually making improvements to the Hutt River Trail and will work with the Hutt River Trail Operations group to promote improvements to the signage and lighting. Lighting is generally a responsibility of Hutt City Council, but we will make sure they are aware of your wishes.

Topic: Safety and Flood Protection - civil defence and emergency management

SummaryID 11517

Summary: The submitter encourages Greater Wellington to support the creation of neighbourhood support groups for both civil defence and safety purposes and make cheap water containers available to all Wellington residents.

Response: Neighbourhood Support Groups – Greater Wellington actively encourages and supports the territorial authorities in the formation of neighbourhood support groups. Water Containers – Since 2006 Greater Wellington has actively been involved in the design, production (through a company in Hamilton) and distribution of 'cheap' water containers to the public. These containers seem to be very popular with our communities.
The water containers are provided to the public through various means: give-aways at campaigns and displays, sold at cost, and as prizes in civil defence competitions and questionnaires. The main idea is to raise awareness and to prompt our communities to take action themselves.

Topic: Land Management - biodiversity

SummaryID 11514

Summary: The submitter supports the completion of the Regional Biodiversity Strategy.

Response: The submitter's support for a Regional Biodiversity Strategy is noted

Topic: Regional Sustainable Development - regional resilience

SummaryID 11515

Summary: The submitter states that Greater Wellington should continue to investigate climate change adaptation strategies and encourage central government, particularly the Minister for the Environment, to continue the climate change adaptation programme.

Response: Our climate change response work will continue to focus on adaptation strategies. We will continue to work with Central Government to address adaptation issues.

Submitter: Matthew Hill

Submission Number: 140

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11519

Summary: The submitter urges Greater Wellington to put more resources into improving cycleways in 2011/12, in particular the current cycle route from Ngauranga Gorge to Petone north along the highway noting that it is highly dangerous and desperately in need of attention.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Andrew Carman

Submission Number: 141

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11520

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Demetrius Christoforou

Submission Number: 142

Organisation:

Topic: Transport - public transport services

SummaryID 11521

Summary: The submitter believes that tram-trains are the future for transport in the region states that planning for these tram-trains should begin immediately, this includes:

- acknowledgement that future oil prices are not difficult to predict but will inevitably rise, the rate of increase is debatable
- the development of a long term plan for the whole public transport network with an outlook 40 to 50 years in the future
- retirement of the English Electric and Ganz Mavag units
- purchase of tram-trains for use on the Johnsonville and Melling lines
- progressive construction of tram-train routes south of Wellington Rail Station with possible further extensions through other urban areas in the region.

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport.

The option of running light rail to Johnsonville or Melling is outside the scope of the public transport spine study. The Government and Greater Wellington have recently made significant investments in the rail corridor to enable the new Matangi to use the line. There would need to be other substantial changes to accommodate light rail and making still more changes would not be feasible at this time. However, the study will be looking at future options for optimising public transport connections between the Wellington cbd and areas to the north. In the long term future running light rail to Johnsonville could be feasible.

Submitter: Nicola Ratahi

Submission Number: 143

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11522

Summary: The submitter opposes the fluoridation of the regional water supply based on personal experience from prescribed medication containing fluoride.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Ellen Blake

Submission Number: 144

Organisation: Living Streets Wellington

Topic: Transport - encouraging sustainable transport choices

SummaryID 11523

Summary: Living Streets Wellington supports:
- the funding of school travel plans and urges that this is extended to more schools
- the funding levels for travel plans in the current Long Term Council Community Plan which should not be reduced
- further development and promotion of the walking journey planner.

Living Streets Wellington requests more information on what walking initiatives or facilities are being funded and notes that more work is required on the interface between public transport and walking (for example, bus priority measures need to be compatible with pedestrian movement in the Wellington CBD).

Living Streets Wellington prefers funding for advice on safe driving/riding as a focus rather than safe walking (which is inherently safe).

Response: The School Travel Plan Programme is extended to all schools in the region. Funding is not being cut for the programme. In fact, the 2011-12 target number of schools did not change from the 10 year 2009-19 LTCCP but rather the budget reflects efficiencies gained in the programme over time through partnerships with local councils for delivery to schools in the region.

The provision of walking services is the responsibility of local Councils, not Greater Wellington. Our role is in the strategic planning of walking facilities and providing tools like the Walking and Cycling Journey Planner. We actively work with these other councils to provide good walking and cycling access to public transport facilities, especially train stations.

Topic: Transport - public transport services

SummaryID 11524

Summary: Living Streets Wellington queries what 'continue working with the Ministry of Transport and the bus industry to develop a new procurement model for services consistent with Ministry of Transport objectives' means and states that bus services should be bought to meet community needs.

Response: "Continue working with the Ministry of Transport and the bus industry to develop a new procurement model for services consistent with Ministry of Transport objectives" is a reference to the development of a new Public Transport Operating Model (PTOM).

Details can be found at
<http://www.transport.govt.nz/ourwork/Land/Documents/PTOM%20Cabinet%20Paper%20November%202010%20FINAL.pdf>.

Two key objectives of PTOM are to:

Grow the commerciality of public transport services and create incentives for services to become fully commercial.

Grow confidence that services are priced efficiently and there is access to public transport markets for competitors.

Essentially PTOM is a new way of procuring urban bus services. Details are still being worked through, and Greater Wellington is participating in this process.

All bus services are provided to meet the needs of the community. However, it is important for all of those who pay for the services (users, ratepayers and customers) that the services that are provided provide value for money for users and funders.

Submitter: Ellen Blake Ellen Blake **Submission Number:** 145

Organisation:

Topic: Transport - encouraging sustainable transport choices

SummaryID 11539

Summary: The submitter supports school travel plans and states that the programme should be extended to all schools in the region - funding should not be cut.

The submitter notes that there is a need for work on the interface of public transport with walking; particularly how to make bus priority complementary with pedestrian movement in the Wellington CBD.

The submitter opposes the merger of the community travel behaviour change project into an 'awareness' project and states that its funding should be maintained separately.

Response: The School Travel Plan Programme is extended to all schools in the region. Funding is not being cut for the programme. In fact, the 2011-12 target number of schools did not change from the 10 year 2009-19 LTCCP but rather the budget reflects efficiencies gained in the programme over time through partnerships with local councils for delivery to schools in the region.

The management of the local network within Wellington City, and aligning the pedestrian and public transport interface, is the responsibility of Wellington City Council. We are working with them to improve the efficiency of walking and public transport through the city,

The Community Travel Behaviour Change Project was initially set up to support community-wide behaviour change initiatives. This work is costly to deliver, monitor and evaluate results at large scales. A couple of projects were supported early on with results not significant enough to warrant on-going work. The Travel Awareness Programme was enhanced to reach a wider regional population and budget increased to accommodate a concentrated community-wide initiative if appropriate.

Topic: Transport - public transport services

SummaryID 11526

Summary: The submitter is concerned that a subsidiary company owns the new trains, not Greater Wellington, and wonders what guarantees exist that they will not be sold off in a future deal.

The submitter states that:

- the rate take from the Wairarapa does not fairly reflect the huge benefit of public transport to the area and rates there should be increased to support maintaining

current public transport fares

- public transport services need to be increased not 'redeployed', for instance, the hourly service from Waikanae station should be returned to a half hourly service
- inner city Wellington fares should be reduced to \$1
- more focus on better driver service
- bus services to rail stations should be improved (with suitable fares) rather than extend car parking at stations.

The submitter supports the real-time information programme and states that there needs to be more specific targets on when this will be completed.

Response: Thank you for your support of the real-time information project. Phase 2 extension of RTI is to Valley Flyer bus services, and pre-installation works in buses are progressing in line with the scheduled introduction of RTI for Valley Flyer from the end of May. Mana Newlands bus services are then planned to follow from the end of October. Display signs are arriving in quantity and will begin to be installed in Wellington urban area during May, with the full installation schedule taking nearly 12 months. Discussions continue with KiwiRail on the development requirements of the RTI for rail sub-project, which will complete network-wide RTI coverage in 2012.

There are no thoughts of privatising rail assets. In fact a key tenet of Greater Wellington is that the key rail assets must remain in public ownership so that we have the opportunity to test the market for an operator.

The level of transport rates that apply to the Wairarapa reflect the current funding policy contained in Greater Wellington's Long-term Council Community Plan. the policy will be reviewed as part of the development of a new long term plan in the coming year. Similarly fares are set in accordance with the current policy of users contributing 45-50% of the overall costs of providing the services.

Government subsidies for services have been frozen, so any extension of services will have to be fully met by the ratepayer and/or farepayer. We believe that there are still efficiencies that can be gained from current services and hence will continue to redeploy resources from poorly performing services into areas where those resources provide value for money for all of those who pay - customers, ratepayers and taxpayers.

There is a lot of demand for parking at railway stations and this can be one effective way of encouraging the use of public transport. We do have measures in place to encourage alternative modes of transport to rail stations, including free bus travel in some area for monthly rail pass holders, and improved cycle storage facilities at stations.

Topic: Water - infrastructure

SummaryID 11528

Summary: The submitter opposes the investigation of large water storage lakes in Wairarapa and states that wider public consultation should occur before funding is committed.

The submitter notes that this money could be used for continuing the eMission business programme or developing standards for distributed water supplies (such as urban household rainwater tanks).

Response: Your comments are noted, however the investigation into storage lakes in the Wairarapa is for irrigation purposes to develop the productive potential of agricultural land. The project is not focussing on urban household water supply or sustainability

from the perspective of the eMission programme. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes.

Topic: Land Management - biodiversity

SummaryID 11541

Summary: The submitter supports the regional biodiversity programme and states that it should be extended to more urban areas.

Response: The submitter's support of a Regional Biodiversity Strategy is noted.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11543

Summary: The submitter believes that there is a need to assess the value of funding Grow Wellington, noting that many other programmes could do a lot with this money.

Response: We are currently undertaking an independent review of the Wellington Regional Strategy and the work of Grow Wellington. The review will assist a decision about whether or not to continue with the activity. A decision is due to be made by the end of June 2011.

Greater Wellington also continues to monitor the company's Statement of Intent and its Annual Report to ensure it is delivering value for money. there is no evidence to date that shows overall it is not delivering value.

Submitter: Pat McNair

Submission Number: 146

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11552

Summary: The submitter seeks an immediate halt to the fluoridation of the region's water supply for numerous reasons.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Phaedra Upton

Submission Number: 147

Organisation:

Topic: Resource Management - planning

SummaryID 11564

Summary: The submitter supports development of a new regional plan addressing issues such as water allocation, land use and stronger policies to restrict cattle from river beds.

Response: Thank you for your support for the regional plan review process. Through the work of Te Upoko Taiao - Natural Resource Plan Committee we are committed to developing an integrated resource management plan that will address water quality and land use issues, as well as key issues such as water allocation and air quality. This is a complex task and will involve the community and key stakeholders and resource users to develop a robust and sustainable policy framework for the management of our natural resources.

Topic: Resource Management - environmental education and community engagement

SummaryID 11565

Summary: The submitter supports the Take Care and Take Action environmental education programmes with close involvement with the Enviroschools programme - including funding for the Regional Coordinator.

Response: Greater Wellington recognises the important role environmental education plays in increasing community awareness of the importance of biodiversity. Greater Wellington's environmental education function and its relationship with allied programmes such as Enviroschools is being reviewed as part of the development of the Regional Biodiversity Strategy.

Topic: Transport - regional transport network planning

SummaryID 11558

Summary: The submitter strongly urges Greater Wellington to support early investigation of Petone to Ngauranga cycle/walk way.

The submitter supports early completion of Wellington Public Transport Spine Study.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Support for the Spine Study is noted.

Topic: Transport - encouraging sustainable transport choices

SummaryID 11563

Summary: The submitter supports existing programmes encouraging sustainable transport choices, such as school travel plans and the regional Cycling and Walking Journey Planner.

Response: Support is noted.

Topic: Transport - public transport services

SummaryID 11561

Summary: The submitter supports the proposed public transport projects in general and requests:

- refurbishment of the Ganz Mavag units be limited
- purchase of tram-trains (light rail) for rail extensions through the city to Wellington Hospital and Wellington International Airport
- trial of cycle racks on buses on two city routes, anticipating a staged introduction over the whole region in 2012/13
- the review of public transport fare structures in the region to include integrated ticketing, fare packages that encourage long term use of public transport, concessions to students, negotiated discount packages with businesses and zero fares within the Wellington CBD.

Response: Thank you for your support of the proposed public transport projects.

The investigation into a possible light rail or other public transport systems through the Wellington transport spine will take into account not only the feasibility of options but also the appropriate timing of any changes from the current bus and trolley systems. The Ngauranga to Airport Corridor Plan has signalled any new public transport system

would unlikely be introduced before 2018. Therefore it is necessary that we proceed with the refurbishment of the GanzMavag trains in order to maintain and improve the reliability of the metro rail network.

The carriage of cycles on buses is to be considered by Greater Wellington in June this year.

The review of fare structures will consider a wide range of matters, including what, if any, concessions should apply.

Topic: Regional Sustainable Development - Warm Greater Wellington

SummaryID 11562

Summary: The submitter requests that rating finance be extended from the "warm home" scheme (for insulation and heating) to purchase of domestic rain water collection tanks for emergency and backup during extended dry periods.

Response: Thank you for your submission.

Submitter: Alison McKone

Submission Number: 148

Organisation: Central Community Committee of Hutt City Council

Topic: Transport - regional transport network planning

SummaryID 11588

Summary: The Central Community Committee of Lower Hutt City Council is concerned at the possible delays in constructing the proposed Melling Interchange that have been signalled in the Hutt Corridor Plan. There will be a more full comment as part of the Hutt Corridor Plan submission process, but Lower Hutt City Council does feel that this project should not be deferred as the traffic backlogs and delays are both dangerous and inconvenient.

Response: The timing of the Melling Interchange will be addressed through the Hutt Corridor Plan process. The final plan is due to be adopted in September 2011.

Greater Wellington is not a funder of the project and therefore has limited ability to bring the timing of the project forward if the NZ Transport Agency (the primary funder) includes a later date in its programme. The project needs to be prioritised alongside other projects in the regional and national programme and this prioritisation will influence the final timing.

Topic: Transport - public transport services

SummaryID 11580

Summary: The Central Community Committee of Lower Hutt City Council states that it is vital for Greater Wellington to prioritise the introduction of Matangi units as Hutt Valley residents have been badly affected by the slow progress of obtaining the new trains from Korea and notes that problems are likely to continue as the Ganz Mavag trains are taken out of service for refurbishment

Lower Hutt City Council is concerned to note that the Melling trains have been replaced by buses in April 2011 which has lead to frustration and delays for commuters.

Lower Hutt City Council also submits on three rail stations:

- Naenae station needs to be upgraded and improvements similar to those in Porirua could be considered, particularly the graffiti retardant panels
- the smoking shelter at Epuni station is inadequate for commuters waiting for (often delayed) trains in a Wellington southerly
- Waterloo station could use a 24 hour toilet facility which may cut down on the number of people relieving themselves around the station premises.

Response: Greater Wellington can assure you that introduction of the Matangi trains is a high priority for the council. by late May 25% of the fleet will be in Wellington and manufacturing of the remainder of the fleet is well advanced in South Korea. The current measures on the Hutt, Melling and Kapiti lines are short-term and should be withdrawn by mid May.

The proposed Regional Rail Package has a nominal amount allocated for the upgrade of stations across the network, and we are currently looking at how this expenditure should be prioritised. This will determine what upgrades can occur to stations in the Hutt Valley.

Providing 24 hour toilet facilities at Waterloo station would not match the current rail operating hours and would be subject to high costs and potentially increased vandalism.

Topic: Water - planning for future demand and supply

SummaryID 11590

Summary: The Central Community Committee of Lower Hutt City Council supports further investigation work for future water storage options to ensure security of supply.

Lower Hutt City Council feels that the public education programme on water saving needs to start well before summer and that residents need to be encouraged to plant appropriately, mulch suitably and rethink their watering habits in order to achieve significant water savings.

Response: Greater Wellington acknowledges your support for further investigation for future water storage options. Regarding public education programmes for water saving, Greater Wellington does in fact commence its Summer water conservation campaign in Spring and also continues an Autumn/Winter campaign to reduce all-year 'base' demand.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11594

Summary: The Central Community Committee of Lower Hutt City Council opposes the deferral of the Hutt River Floodplain Management Plan review.

Given the significant amount of work scheduled for the reaches between Kennedy Good Bridge and Ewen Bridge and the impacts it will have on the environment, Lower Hutt City Council is concerned that the public of the Hutt Valley are not aware of what is proposed and that a review would be a good time to raise awareness of the plans and to enable some consultation on the proposed works.

Response: We note your concerns about the delay in the review of the Hutt River Floodplain Management Plan but are confident we have a suitable strategy in place to ensure the Hutt community is aware of the proposed programme of works over the next few years. We will be continuing with the planning for the next stages of the Kennedy Good to Ewen Flood mitigation works which includes consultation with the community.

The development of the detailed plans are some years away and we are confident that this time frame will enable sufficient time for community input to those plans.

Submitter: Sonja Fry

Submission Number: 149

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11596

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Susanne Woelz

Submission Number: 150

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11597

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Russell Michell

Submission Number: 151

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11598

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Nick Carman

Submission Number: 152

Organisation:

Topic: Transport - public transport services

SummaryID 11599

Summary: The submitter requests that Greater Wellington conduct a full review of a potential integrated ticketing system for all public transport networks and systems as well as a review of the overall public transport fare structure.

Response: Greater Wellington is pleased to advise you that we will be conducting a full review of fare structures during the next financial year. We are committed to introducing an integrated electronic ticket in the region and are hopeful of being able to link into the system being developed nationally and which is being rolled out in Auckland. However, it will take some time for the system to be introduced in Wellington.

Submitter: Frank Cook

Submission Number: 153

Organisation:

Topic: Transport - public transport services

SummaryID 11602

Summary: The submitter supports the public transport initiatives, in particular:

- an integrated public transport system
- improved cycle capability
- improved walkability
- the hub and spoke model and light rail.

The submitter opposes the Government's emphasis on roads and motorways at the expense of improved public transport because rising oil prices and peak oil require policies leading to greater fuel efficiency in the transport system.

Response: Thank you for your support of the public transport initiatives. We believe that they will deliver positive benefits for the region.

Topic: Water - infrastructure

SummaryID 11603

Summary: The submitter supports the option for a new water storage lake but does not see the increase in size of the Te Marua lakes as necessary.

Response: The construction of a third 'off river' water storage lake at Kaitoke is one of the long term options being investigated by Greater Wellington to ensure that the 1 in 50 year drought supply standard is maintained.

If this project comes to fruition it would be several years before it would be ready for use and by then, at the current demand forecast, the supply standard would have been breached. Greater Wellington views the increase in capacity of the existing Stuart Macaskill lakes as a short term option that will ensure the supply standard is maintained.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11612

Summary: The submitter strongly supports the development of strategies on climate change and water, but believes the current proposals to be weak in the climate change and resilience areas. The submitter proposes greater emphasis on:

- rainwater tanks and grey water reuse
- further development of energy saving strategies
- increasing biodiversity and food production within the urban areas
- working with manufacturers and retailers on waste minimisation
- the development of a policy restricting the use of herbicides and pesticides.

The submitter supports the Genuine Progress Index but notes with dismay the reference to sustainable economic growth, considering it to be an oxymoron.

Response: Our climate change and water strategies will explore the options identified to increase the region's resilience.

The support for the GPI is noted.

Submitter: Paula Warren

Submission Number: 154

Organisation:

Topic: Resource Management - compliance and enforcement

SummaryID 11617

Summary: The submitter would like to see an additional target along the lines of 'all breaches of resource consents and all significant impacts on the environment from non-consented activities that are identified are the subject of prosecution or other effective responses'.

Response: Thank you for your support for our resource management functions. Your comments around an additional compliance and enforcement target are noted. All our enforcement investigations and associated enforcement actions are strongly governed by robust internal process, and we believe that we make robust and defensible decisions based on these investigations as a result. Where appropriate we have no hesitation in taking enforcement action, and have in fact developed a strong history in doing so and have a extremely high success rate when these actions go to Court.

Topic: Transport - regional transport network planning

SummaryID 11653

Summary: The submitter states that parts of Greater Wellington are excellent at interacting with community groups (biodiversity for example) but in the case of transport, there is no effective consultation unless required by statute or councillors. The submitter requests a review of how officers interact with community groups to ensure high quality performance across all areas.

Response: We are constantly reviewing our engagement practices to ensure we follow good practice across the council. In the transport area we undertake many engagements, from statutory consultations through to more informal discussions with interested individuals and groups. We often receive feedback that we "over consult" and so finding the right balance can be challenging.

Topic: Transport - encouraging sustainable transport choices

SummaryID 11631

Summary: The submitter requests more emphasis on travel demand management initiatives and requests more specificity on what walking and cycling initiatives will be undertaken.

The submitter queries after the following statement:
"budgets for school travel plans and walking and cycling initiatives have been reduced from what was forecast" in the LTCCP. "This is due to lower overhead costs and realignment of the projects to ensure they fit with NZTA's new strategic investment framework". Specifically:
- what exactly does this mean?
- is NZTA cutting funding for travel demand management measures, despite their commitment to the Ngauranga to Airport Corridor Plan?
- where will the diverted money be spent?

Response: Funding for the School Travel Plan Programme is not being cut. In fact, the 2011-12 target number of schools did not change from the 10 year 2009-19 LTCCP but rather the budget reflects efficiencies gained in the programme over time through partnerships with local councils for delivery to schools in the region.

In terms of walking and cycling initiatives these may include: continued cyclist/bus driver workshops; walking or cycling events that promote the use of the journey planner & safe road user practices; support for school & workplace travel plan activities such as cycle skills and Travel Awareness Programme activities; contributions and support provided for regional events and conferences; redesign & marketing of the Regional Cycling Maps; continued work on improved integration of cycling with public transport (improvements to bike parking and promotion of folding bikes); and continued awareness around cyclist and pedestrian conspicuity.

Topic: Transport - public transport services

SummaryID 11628

Summary: The submitter strongly supports:

- the increases in transport rates to pay for essential public transport improvements
- bus priority measures in the Wellington CBD.

The submitter opposes:

- any fare increases until the review of the Wellington fare system is complete
- the deferral of electronic ticketing
- redeploying public transport resources until the public transport network model has been properly designed, noting that the key wastage is not low performing services but congestion on the Golden Mile.

The submitter is disturbed at the relatively small number of public transport projects, noting the:

- appearance that only rolling stock projects are likely to proceed when there are high priority track upgrades that are also needed (double track Trentham to Upper Hutt)
- transfer of stations to Greater Wellington is not mentioned
- lack of a target for the completion of Real Time Information project
- target for Matangi units is to be in service, but there are no targets for operational performance
- lack of any mention of integrated ticketing.

The submitter requests an explanation concerning "Deferment of some Regional Rail Plan expenditure. With the change in emphasis in central government funding priorities, more work needs to be completed to refine this programme before a case for funding is put forward." Specifically:

- what projects are being deferred
- why is there not a project to advocate for a change to that policy?

The submitter also requests:

- to see a clear and detailed business case for upgrading the Ganz Mavag units and notes the apparent lack of such a business case on the Matangi units causing problems such as the inability to run 8-car sets.
- to see a statement of corporate intent that clearly sets out performance measures for Greater Wellington Rail Limited and notes that the Annual Plan should clearly set out what it is responsible for.
- more information on what "Continue working with the Ministry of Transport and the bus industry to develop a new procurement model for bus and ferry services which is consistent with the Minister of Transport's objectives." actually means.

- more information concerning "the provision of \$2.3m for bus service improvements has not been utilised. The global economic downturn has been a factor in this, with management efforts concentrated on providing service enhancement within existing budgets. In addition, NZTA's share of the increased funding has not been approved."

Specifically:

- what did management achieve
- why did NZTA refuse the funds
- what are we not getting because of that

The submitter interprets the following:

"This change in projections [for costs of rail operations] is primarily driven by reduced maintenance and insurance expenditure on the new Matangi trains as they are phased into service, partly offset by increased payments to KiwiRail for network operations and maintenance."

- as meaning the more Matangi units there are and the more they are used, they cost less for maintenance and insurance.

Response: Thank you for your support of proposed public transport improvements.

Fare increases are being proposed at this time to ensure that the Council policy objective of 45-50% of the costs being met by users is achieved. While the fare structure is being reviewed in the coming year, implementation of any changes, if any, is likely to take some time and therefore the current policy and structure will still apply.

Greater Wellington is waiting for the roll out of the national electronic ticketing scheme in Auckland before making any firm plans for the Wellington region. Current resources are devoted to implementing the real time information system currently being deployed in the region. This system should be completed in 2012.

Under the proposed Regional Rail Package new network infrastructure is the responsibility of the Crown. This includes projects such as the double tracking between Trentham and Upper Hutt. However, as part of the package Greater Wellington is proposing substantial increases to track access and renewals, and the Government is to provide \$88 million for deferred renewals over an 8 year period. This substantial increase in funding of the network will deliver many necessary improvements to enable a more robust and reliable rail system.

Phase 2 extension of RTI is to Valley Flyer bus services, and pre-installation works in buses are progressing in line with the scheduled introduction of RTI for Valley Flyer from the end of May. Mana Newlands bus services are then planned to follow from the end of October. Display signs are arriving in quantity and will begin to be installed in Wellington urban area during May, with the full installation schedule taking nearly 12 months. Discussions continue with KiwiRail on the development requirements of the RTI for rail sub-project, which will complete network-wide RTI coverage in 2012.

New targets for operational performance on the rail network are to be developed as part of the process for agreeing a new performance based operating contract with KiwiRail.

The Regional Rail projects that are being deferred are the station upgrades in 2011/12, although the new Regional Rail Package does include some funding for station upgrades and car park development.

Greater Wellington will produce a detailed business case for the GanzMavag upgrades, both for its own purpose and also to meet the requirements of NZTA. The inability to run 8 car Matangi units on the network is the result of a lack of planning, but a consequence of planning with a focus on providing the best balance between the

train and the network upgrades required, both of which were limited by the budgets available. The decision was a considered one and will still enable sufficient capacity to be provided on the network.

The activities of Greater Wellington Rail Limited and the statement of intent for the WRC Holdings companies can be found on pages 159 and 160 of the 10-Year Plan 2009-19.

Continue working with the Ministry of Transport and the bus industry to develop a new procurement model for services consistent with Ministry of Transport objectives" is a reference to the development of a new Public Transport Operating Model (PTOM).

Details can be found at
<http://www.transport.govt.nz/ourwork/Land/Documents/PTOM%20Cabinet%20Paper%20November%202010%20FINAL.pdf>.

Two key objectives of PTOM are to:

Grow the commerciality of public transport services and create incentives for services to become fully commercial.

Grow confidence that services are priced efficiently and there is access to public transport markets for competitors.

Essentially PTOM is a new way of procuring urban bus services. Details are still being worked through, and Greater Wellington is participating in this process.

Greater Wellington had sought funding in the current Land Transport Programme for bus service enhancements. While this requirement was included in the Programme, funding was not approved and Greater Wellington believes that it could not mount a successful case for any additional funding under the current investment and revenue strategy of NZTA until such times as it eliminates inefficiencies in the current investment. In addition, pressure on Greater Wellington's own budget means that contributing the local share is unaffordable. As a consequence, and in line with all other NZTA investment in bus service throughout the county, we are being asked to continue to provide services with a fixed allocation. Greater Wellington manages this by ensuring that service reviews are cost neutral.

Your interpretation of the reduced expenditure on Matangi maintenance is incorrect. The reduction has occurred because the introduction into service of the Matangi trains is later than had originally been forecast, and therefore expenditure is not being incurred in the 2011/12 year.

***Topic:* Water - planning for future demand and supply**

SummaryID 11632

Summary: The submitter requests a project to encourage or require (in new subdivisions) the installation of rainwater tank on residential and commercial buildings.

Response: Your comment on the installation of rainwater tanks in new subdivisions is noted. Responsibility for a decision and any action on this rests with each territorial local authority, however, Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use

of household water storage for emergency purposes.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11643

Summary: The submitter states that there should be a project to reduce floods by improving catchment management and a commitment to hazard avoidance rather than engineering responses (such as managed retreat).

Response: The Flood Protection Department is part of the Catchment Management Group and already works closely with other parts of the organisation to ensure a catchment wide approach is taken to flood mitigation. Our new Regional policy statement has also strengthened our commitment to avoiding new development in flood risk areas. It is intended to follow these policies up with rules in the new regional plan which is currently being developed.
Many of our larger floodplains already house significant infrastructure. GW is obligated to provide flood protection measures for this development. Where there are opportunities for managed retreat then we would seek to discuss these with the community as one of the management options.

Topic: Land Management - pest management

SummaryID 11646

Summary: The submitter congratulates Greater Wellington on the excellence of the biodiversity team, but notes that there is no mention of the implications for Greater Wellington of the Biosecurity Law Reform Bill. The submitter would like to see a project to examine what pathway plans should be developed or promoted.

Response: Greater Wellington (GW) invests considerable funds and efforts to mitigate impacts of pest animals and plants on the indigenous biodiversity of the region. GW are working closely with other regional councils and government departments on the implementation of the Pest Management National Plan of Action to streamline a delivery of pest management in New Zealand including identifying and addressing pathway management as and when needed.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11651

Summary: The submitter would like to see far clearer and better resourced projects for resilience including a clear commitment to the following:

- a plan for responding to the threat of climate change including projects that contribute to emissions targets and deal with the likely effects of climate change on Greater Wellington's areas of responsibility (infrastructure, water resources, biodiversity and so on)
- a water resilience plan on how Greater Wellington will deal with the likely increased demand and reduced supply of water and assimilative capacity, as well as improve the community's ability to cope after a major disaster that cuts reticulated system
- a water use reduction support initiative to persuade Territorial Authorities to change bylaws that unreasonably block private measures that would reduce stormwater discharges.

Response: The options raised are being investigated as part of the work to develop a regional water strategy. This strategy is being developed in collaboration with local councils.

Topic: Regional Sustainable Development - Warm Greater Wellington

SummaryID 11649

Summary: The submitter states that there should be an extension of the Warm Greater Wellington rate to grey and rain water systems.

Response: The Warm Greater Wellington scheme is part of a Government scheme to assist people insulate their homes. In that respect it is a stand-alone scheme.

Replicating the scheme for grey and rain water systems is currently being investigated as part of our water supply and water strategy work.

Topic: Finance

SummaryID 11654

Summary: The submitter states that CentrePort's statement of corporate intent should include a commitment to facilitation (where this does not significantly impact on operations) of community outcomes noting that pedestrian access to the ferry terminal and cruise ship terminal is being upgraded.

Response: Thank you very much for your submission. The contents of the Statement of Intent are dictated for the most part by legislation. Your points are noted and will be considered at the time of preparation of the next Statement of Intent for 2012/13.

Submitter: Bruce Gillanders

Submission Number: 155

Organisation:

Topic: Transport - public transport services

SummaryID 11655

Summary: The submitter supports the proposed Regional Rail Package provided the work is performed by New Zealanders.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region. We anticipate that the refurbishment work will be carried out in New Zealand.

Topic: Water - infrastructure

SummaryID 11656

Summary: The submitter prioritises building additional water storage capacity before upgrading the Te Marua water storage lakes.

Response: The Stuart Macaskill Lakes are being upgraded to improve their seismic performance and achieve a 12% increase in storage capacity. As a responsible large dam owner and legislative regulator, Greater Wellington is carrying out the work to enhance seismic performance within an acceptable timeframe. A decision on whether a new storage lake at Kaitoke or a dam at Whakatikei is the preferred development option will be made when investigations into the lake are completed. If it was decided to proceed with development next year, it could take between five and around eight years before new storage was commissioned. Delaying the seismic enhancement for that length of time would not be responsible or prudent.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11657

Summary: The submitter proposes to stop building any roads and buildings lower than 3 metres above high water mark as well as a project to progressively relocate Greater Wellington facilities away from areas less than 3 metres above high water mark.

Response: Our climate change strategy will explore the options to increase the region's resilience, including where and how our infrastructure should be managed. As part of the strategy development we are working with the other councils in the region to map areas vulnerable to the impacts of sea level rise in the region.

Topic: Community - relationship with Maori

SummaryID 11659

Summary: The submitter prefers that the iwi internship programme be expanded to include the whole community.

Response: The Iwi internship programme is being proposed to assist Greater Wellington meet our obligations to iwi under the Local Government Act 2002. These obligations are outlined in Sections 4, 14 and 81. Section 81 states:

"81 Contributions to decision-making processes by Maori

(1) A local authority must—

(a) establish and maintain processes to provide opportunities for Maori to contribute to the decision-making processes of the local authority; and

(b) consider ways in which it may foster the development of Maori capacity to contribute to the decision-making processes of the local authority; and

(c) provide relevant information to Maori for the purposes of paragraphs (a) and (b).

(2) A local authority, in exercising its responsibility to make judgments about the manner in which subsection (1) is to be complied with, must have regard to—

(a) the role of the local authority, as set out in section 11; and

(b) such other matters as the local authority considers on reasonable grounds to be relevant to those judgments."

It is therefore appropriate to restrict the programme to the region's iwi.

Topic: Finance - rates

SummaryID 11660

Summary: The submitter supports the proposed rates but notes that it is hard to see value for money. The submitter suggests increasing rates by 10% to pay off loans, and then for Greater Wellington to cease taking out any more loans.

Response: Thank you very much for your submission. Greater Wellington only uses debt as a means of paying for long term assets and spreading the cost over the life of those assets. If debt was not used, Greater Wellington would have to charge depreciation and recover this annual charge by way of rates. Debt funding is considered a sound mechanism for funding long term assets.

Submitter: Elizabeth Rose

Submission Number: 156

Organisation:

Topic: Transport - public transport services

SummaryID 11664

Summary: The submitter requests the proposed Regional Rail Package and Wellington Regional Strategy include a project to allow more cycles on trains and more secure cycle storage at stations.

Response: Greater Wellington has recently adopted a new policy for the carriage of cycles on trains. A copy of the policy can be found at <http://www.metlink.org.nz/cycles-on-trains-policy-1-april-2011/>. The provision of cycle storage at stations is being progressively increased in line with available budgets. The current focus is to provide stands or cycle cones, rather than lockers or cages which are significantly more expensive to provide and manage.

Topic: Finance - rates

SummaryID 11666

Summary: The submitter supports the proposed rates and would support a further increase to pay improve cycle storage at rail stations and allow more cycles on trains.

Response: Thank you very much for your submission. Greater Wellington must constantly strive between providing all of the essential services demanded by ratepayers and the desire of many for rates to be held at a minimum increase.

Submitter: Dr Graeme Lyon

Submission Number: 157

Organisation:

Topic: Resource Management - environmental education and community engagement

SummaryID 11670

Summary: The submitter encourages continuation of such projects as the Take Care scheme for biodiversity and restoration work by volunteers.

Response: The submitter's support for Greater Wellington's Take care care group programme is noted.

Topic: Transport - regional transport network planning

SummaryID 11672

Summary: The submitter requests that the Wellington-Petone cycle track project be advanced to 2011/12.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Topic: Transport - public transport services

SummaryID 11675

Summary: The submitter supports the proposed Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Water - conservation programmes

SummaryID 11673

Summary: The submitter requests that Greater Wellington encourage or require users to collect and store rainwater to minimise future demand and improve security of supply at the local level and notes that water conservation programmes should aim to reduce the per-head consumption of treated water.

Response: The points of your submission are noted. Analysis for Greater Wellington shows that rainwater collection is not a cost-effective alternative to building major new water storage infrastructure in order to meet future demand. However, Greater Wellington is supportive of householders storing rainwater in tanks for emergency supply purposes, and is currently investigating the issues and options surrounding that proposal. Greater Wellington (and city council) water efficiency and conservation programmes do aim to reduce per capita demand for water. Greater Wellington's initiatives currently include education and social marketing programmes, with particular emphasis on summer water use, which historically has been the catalyst for expanding the water supply infrastructure. These demand management methods are part of the 'Water conservation programmes' activity, which has related target of reducing per capita gross consumption of water by at least 10% over 10 years (from 2007/08 levels). Per capita water use reduction within metropolitan Wellington is tracking at better-than 1% per year and shows an encouraging trend: for the year to June 2010, it was at its lowest point in the last 15 years.

Topic: Finance - rates

SummaryID 11674

Summary: The submitter supports the proposed rates.

Response: Thank you very much for your submission.

Submitter: James Crampton

Submission Number: 158

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11676

Summary: The submitter urges Greater Wellington to consider building a cycle lane adjacent to, but separate from, State Highway 2 between Petone and Melling.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Tineke Berthelsen

Submission Number: 159

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11679

Summary: The submitter requests that the investigation phase for an off-road pedestrian/cycle facility on State Highway 2 from Ngauranga to Petone be moved forward to 2011/12, noting that it is dangerous and unacceptable for the current route to force pedestrians and cyclists onto the narrow shoulder of a 100 km/hr road.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Submitter: Mr Alasdair J. M. Chapman

Submission Number: 160

Organisation:

Topic: Transport - public transport services

SummaryID 11681

Summary: The submitter complements the overall performance of the regional public transport network and requests that new rail platforms be installed at Queen Elisabeth Park and Southward Museum for off-peak, on-request use.

Response: Thank you for your support of the overall public transport network. While there is room for improvement, particularly on rail, the network meets the daily needs of many in the region. We note your request for new platforms at Queen Elisabeth Park and Southward Museum for off-peak, on-request use, but wish to advise that there is no funding available for such developments at this time. Our key focus is on investing in those aspects of rail that will improve the reliability of the service and provide capacity that meets demand.

Submitter: C Barr- Brown

Submission Number: 161

Organisation:

Topic: Transport - encouraging sustainable transport choices

SummaryID 11600

Summary: The submitter is disappointed to see no proposed action to make the transport system more bicycle friendly.

Response: Greater Wellington does not provide cycling facilities - this is the role of local councils and the NZ Transport Agency. Ours is a planning and advocacy role, through a regional cycling plan that sets out projects to enhance cycling in the region. We encourage local councils and the Agency to implement the plan by providing the appropriate facilities.

Submitter:

Submission Number: 162

Organisation:

Topic: Community - relationship with Maori

SummaryID 11601

Summary: The submitter is strongly opposed to the iwi internship programme as it singles out one group and expects everyone to pay. The submitter believes it is racist and unfair.

Response: No response prepared as no contact details provided.

Submitter: Ally O'Neill

Submission Number: 163

Organisation: Masterton Agricultural & pastoral association

Topic: Land Management - pest management

SummaryID 11604

Summary: The submitter seeks an annual grant of \$5000 for the Solway Showground to
- assist with maintenance of historical buildings and grounds
- conduct pest control in their QEII covenanted native bush area.

Response: Greater Wellington Biosecurity department already undertakes control of pest animals in the remnant of the native lowland bush at the Solway showgrounds and will continue to do so in 2011-12 year. GW are committed to supporting public initiatives to protect and improve significant key native ecosystem areas in the region.

Submitter: Ms Geraldine McDowall

Submission Number: 164

Organisation:

Topic: General comments

SummaryID 11605

Summary: The submitter believes all the key projects are important, especially upgrading the Te Marua storage lakes and public transport system.
The submitter agrees with the changes from the 10-Year Plan 2009-19.
The submitter accepts the rates increase, as everything is going up. But notes the difficulty of a fixed income.

Response: We noted your general support for the proposed Annual Plan 2011/12. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason, Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter:

Submission Number: 165

Organisation:

Topic: Transport - public transport services

SummaryID 11607

Summary: The submitter wants maintenance of buses and rail units to be conducted by quality staff.

Response: No response prepared as no contact details provided.

Topic: Finance - rates

SummaryID 11608

Summary: The submitter believes that rates should not be increasing as house prices are decreasing.

Response: No response prepared as no contact details provided.

Topic: Non-Greater Wellington Topics

SummaryID 11606

Summary: The submitter is disappointed with the quality of work at Karori CC and Ian Galloways recreation grounds.

Response: No response prepared as no contact details provided.

Submitter: Mr Philip Smith

Submission Number: 166

Organisation:

Topic: Transport - public transport services

SummaryID 11611

Summary: The submitter thinks it is good to finally see a long term commitment after years of short term thinking and under investment. The submitter hopes project management will also improve.

Response: Thank you for your support of the investment in public transport. We believe that it will deliver significant benefits to the region.

Topic: Water - planning for future demand and supply

SummaryID 11609

Summary: The submitter believes river use is a debacle and needs resolving - on one hand preparing to take all the water in the Hutt River and on the other hand preparing for flooding.

Response: Your comments are noted regarding river use.

Topic: Parks and Forests - parks network planning

SummaryID 11610

Summary: The submitter supports work on the management of Baring Head park.

Response: We noted your support for work on the management of Baring Head park.

Topic: Finance - rates

SummaryID 11613

Summary: The submitter would like to know how extra levies are broken down by area and how this is calculated and apportioned. For example, transport users vs Wellington commercial benefit and water uses vs flood victims.

Response: This information is contained in Greater Wellington's Finance and Rating Policy and the Annual Report specifies in detail how these policies are applied in practice.

Submitter: Viv Chapple

Submission Number: 167

Organisation: Ngaio Progressive Association

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11614

Summary: The submitter believes the Wairarapa Water Use project is visionary and thinks a feasibility study for \$750,000 is good value for money.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - public transport services

SummaryID 11615

Summary: The submitter thinks it is logical for Greater Wellington to own the entire regional rail fleet. The submitter finds the idea of introducing competition to such a small market curious.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

The idea of introducing competition into the delivery of rail services is to test the market to ensure that the services are providing the best value for money for all of those who fund them - customers, ratepayers and taxpayers. The market may seem small, but there are a number of potential operators and the expenditure amounts to many tens of million dollars each year, about half of which comes from a public subsidy.

Topic: Community - relationship with Maori

SummaryID 11616

Summary: The submitter finds the rates rises inevitable, given the investment in rail. However, they find the costs of two Ara Tahī meetings (\$9,000) excessive and are puzzled by the \$338,000 allocated for iwi contracts.

Response: The Ara Tahī meetings budget includes preparation costs (including preparing briefings and reports and researching issues), travel costs and the cost of hosting the events themselves.

The budget for iwi capacity contracts (\$238,000 allocated across 7 iwi) funds iwi to participate directly in resource consent processes. This is an obligation greater Wellington has under the Resource Management Act 1991.

Submitter: Ms Fiona Knight

Submission Number: 168

Organisation:

Topic: Water - conservation programmes

SummaryID 11618

Summary: The submitter generally agrees with Greater Wellington's key projects for 2011/12, the changes from the 10-Year Plan 2009-19 and accepts the proposed rates. With regards to water supply the submitter wants Greater Wellington to ensure Wellington City Council manages its water supply better as:

- too much is lost to leakage
- watering policies need improving - for example, watering a park during the day in full sun.

Response: Greater Wellington continues to work with the four city councils that it supplies with water – including Wellington – on areas of mutual interest, such as water efficiency and conservation. Water use in Wellington city has reduced each year since 2006, and last year's supply total was the second lowest during the last 15 years. This reduction has been achieved despite the city's population increasing steadily. In addition, Wellington City Council has recently adopted a Water Efficiency and Conservation Plan 2011, with the aim of accommodating population growth until 2025 with no more water than it has used in recent past years. The Plan acknowledges the Council's water usage for housing, parks and gardens, and reports its intent to realise the potential for reducing demand in these areas. GW commends Wellington City Council on this commitment to managing water demand within the city. You can obtain a copy of that Plan from Wellington City Council.

Submitter: Mrs M. A. Coventry

Submission Number: 169

Organisation:

Topic: Transport - public transport services

SummaryID 11620

Summary: The submitter believes that as rural ratepayers do not use public transport services they should not have to pay for them.

Response: We note your comment about the use of public transport services by rural ratepayers, many of course who do use the public transport services or who benefit from reduced congestion on the roads because of the availability of public transport services.

In fact, rural ratepayers receive very significant discounts on transport rates and the total rural contribution of the rate is only about 1%.

Topic: Community - democratic services

SummaryID 11619

Summary: The submitter believes that representation should be based on land area rather than population, so that Wairarapa has 70% representation on the Council. The submitter believes that Greater Wellington expects city dwellers to run rural areas. The submitter acknowledges there are 80 staff based in the Wairarapa but questions what they do and believes Wairarapa residents have no say.

Response: The Council undertook its last representation review in 2006. At that time the Council proposed to retain two members for the Wairarapa Constituency. As a result of appeals and objections received on the Council's final representation proposal the Council's representation arrangements were determined by the Local Government Commission. The Commission decided that the Wairarapa Constituency should be represented by a single member in order to provide fair representation of electors in accordance with the requirements of the Local Electoral Act 2001.

The Local Electoral Act 2001 does not allow the Council or Local Government Commission to take land area into account in determining representation arrangements.

The Council will be undertaking its next representation review in 2012, for the 2013 triennial elections. The Council's proposals will be open to public submissions and you may wish to make a submission at that time.

Submitter: Mr Richard Keller

Submission Number: 170

Organisation:

Topic: Transport - public transport services

SummaryID 11621

Summary: The submitter supports the regional rail package, as rail improvement is a top priority looking to a future beyond car dominance. The submitter believes Greater Wellington should seek greater central government funding for public transport through the elimination of roading projects. The submitter supports light rail.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Our regional transport plans provide for improvements our public transport and roading infrastructure. We believe a multi modal transport system is the best option for addressing the region's needs.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11622

Summary: The submitter believes planning to reduce climate change and ameliorate its effects must be a priority. The submitter seeks more robust means for community involvement in decision making.

Response: Responding to the effects of climate change is an issue the council is addressing.

We are constantly reviewing our engagement practices to involve the community in our decision-making processes, Our aim is to follow best practice across the council.

Submitter: Edwin Leong

Submission Number: 171

Organisation:

Topic: Non-Greater Wellington Topics

SummaryID 11623

Summary: The submitter would like greater funding for integration of Asian residents into the community - e.g. ESOL classes, new migrant workshops, festivals.

Response: We noted that you would like greater funding for integration of Asian residents into the community, such as ESOL classes, new migrant workshops, festivals. Funding for community activities of this sort is outside of Greater Wellington's area of responsibility. We will pass your comments on to the appropriate agency.

Topic: General comments

SummaryID 11624

Summary: The submitter supports Greater Wellington's key projects and key changes from the 10-Year Plan 2009-19. The submitter commends upgrade of the rail infrastructure, seismic strengthening of water storage lakes and flood protection work. The submitter accepts additional rates increases to upgrade rail networks.

Response: We noted your general support for Greater Wellington's Annual Plan, particularly upgrade of the rail infrastructure, seismic strengthening of water storage lakes and flood protection work.

Submitter: Pat Lakeman

Submission Number: 172

Organisation:

Topic: General comments

SummaryID 11625

Summary: The submitter supports the proposed Annual Plan 2011/12, particularly the regional rail package.

Response: We noted your broad support for the proposed Annual Plan 2011/12, particularly the regional rail package.

Submitter: Mr Tom C. Wotherspoon

Submission Number: 173

Organisation:

Topic: Finance - rates

SummaryID 11626

Summary: The submitter believes rates increases should not be greater than the national rate of inflation. The submitter believes more constraint should be shown in spending. The submitter believes that Greater Wellington should concentrate on Transport, Water Supply and Safety and Flood Protection only (including the Wairarapa Water Use project).

Response: Greater Wellington believes that the Plan as presented is the best balance of increased spending on essential services that improve the wellbeing of citizens, while at the same time keeping rates increases to a minimum. Greater Wellington has the constant problem of increasing demand for services and demand for no rates increases. The majority of the proposed rates increases for the coming year are in the areas you note as your priority for spending.

Submitter: G.W. & S.N. Blathwayt

Submission Number: 174

Organisation:

Topic: General comments

SummaryID 11627

Summary: The submitter found the information supplied very generalised. The submitter believes public transport to and from the Wairarapa to be peripheral. The submitted commented that there seems to be too much focus on creating new plans and not enough on implementing existing plans.

Response: We noted your comments regarding the general nature of the summary document and the focus on planning rather than implementation. The summary document is necessarily brief and only describes the major changes and projects proposed for 2011/12. Further detail on the range of activities and actions being proposed by Greater Wellington are contained in the full proposed Annual Plan document, which we refer to in the summary and make available on our website or on request. This includes a wide range of implementation projects.

Submitter: Ms Diane Morris

Submission Number: 175

Organisation:

Topic: Transport - public transport services

SummaryID 11629

Summary: The submitter believes fares are too expensive and that they should be reduced. The submitter would like to see the return of the \$5 Day Tripper for Wellington buses. The submitter wonders why the transport budget would be underspent given the system is inadequate and expensive and would like to know what happened to the \$8.8 million bus savings and \$5.6 million rail savings. The submitter hopes the additional transport rate will go some way to improving the rail network. The submitter would like Greater Wellington to require Kiwi Rail to compensate passengers for their "stuff-ups".

Response: Greater Wellington will be reviewing its fare structure during the 2011/12 year. The current policy is that fares are set to meet 45-50% of the overall costs of providing the services.

The savings that are referred to are actually simply differences between the current budget estimates for 2011/12 and those that were forecast when the 10-Year Plan 2009-19 was prepared 2 years ago.

Greater Wellington certainly expects to see improvements to the rail network as a result of the increased investment, and is developing a new contract with KiwiRail that will hold them more to account for their performance.

Submitter: Ms Katie Brown

Submission Number: 176

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11630

Summary: The submitter believes no more money should be spent on building new roads, as this encourages car use and increases greenhouse gas emissions.

Response: Our regional transport plans provide for improvements to our public transport and roading infrastructure. We also are seeking to make walking and cycling more attractive options for people.

We believe a multi modal transport system is the best approach to address the region's needs and decrease greenhouse gas emissions. Congestion on our roads is a major contributor to emission levels. Our aim is to hold congestion at current levels except where these are currently unacceptable (for example along parts of SH1) and improve the reliability and quality, and therefore attractiveness, of public transport. Some of the roading projects will facilitate more reliable bus services. An example is the proposed Basin Reserve improvements in Wellington City.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11633

Summary: The submitter believes priority should be given to climate change, water and GPI

strategies as these are fundamental to our wellbeing, our role as global citizens and our future. The submitter would like to see an education project that informs citizens about the consequences for our climate of our food and transport choices.

Response: Greater Wellington is committed to responding to climate change and water issues. We work with other agencies, including other councils in Wellington, to provide information and carry out research on the effects climate change is likely to have on our region.

Topic: Finance

SummaryID 11634

Summary: The submitter believes it is better to eliminate or freeze spending rather than to go into debt.

Response: Thank you very much for your submission. Greater Wellington only uses debt as a means of funding long term assets and spreading the cost over the life of those assets. This then allows the cost to be borne by those who enjoy the benefits of the service. Greater Wellington does not, as a rule, use debt to fund annual operating expenditure.

Submitter: Ms Christine Davies

Submission Number: 177

Organisation:

Topic: Transport - public transport services

SummaryID 11635

Summary: The submitter would like:

- a feasibility study conducted on increasing park and ride facilities for bus users in Newlands
- cycle stands at bus stops for bus users, as there are for train users at some railway stations
- a feasibility study of a new railway station at Tawa Flat No.2 tunnel that would link Newlands to the main trunk line.

The submitter attaches a copy of the Newlands Progressives proposed 10 year strategy which includes the 20 items the community are most interested in, some of which fall within the remit of Greater Wellington.

Response: There has been some investigation into providing park and ride facilities for bus users in Newlands in the past, but no suitable and affordable opportunities were found. Your submission is the first to request cycle stands at bus stops, and this is not considered a high priority at present. However, we are reviewing the carriage of cycles on buses and will be reporting on this shortly. Greater Wellington's regional rail plan has a focus on consolidating the current network and providing a robust 15 minute frequency. There are no additional stations planned for The Tawa Flat.

Submitter: M.D. Parker

Submission Number: 178

Organisation:

Topic: Transport - public transport services

SummaryID 11637

Summary: The submittersbelieves it is long past time the Upper Hutt railway station was upgraded.

Response: The proposed Regional Rail Package does provide some funding for rail station upgrades and we are currently working on a prioritisation process to help determining the order in which stations will be upgraded. There is limited funding and many stations in need of upgrade. Upper Hutt Station will certainly be considered as part of the process.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11636

Summary: The submitter attaches an article from the Upper Hutt Leader about flood risk in Pinehaven. The submitter would like to know what the current position is regarding flood risk mitigation options for Pinehaven stream.

Response: We are proceeding with a joint Upper Hutt City and Greater Wellington study to select the most appropriate flood mitigation strategies for the Pinehaven Catchment. This work should be completed this financial year. We will then have the opportunity to include the funding for the selected flood improvement works as part of our LTP process later this year.

Topic: General comments

SummaryID 11638

Summary: The submitter has no objections to what is proposed. The submitter wants all appropriate action taken to retain and enhance Greater Wellington Regional Council in terms of planning and co-ordination. The submitter would rather council publications were not delivered with junk mail.

Response: We noted that you accept what we proposed in the Annual Plan 2011/12 and your support for Greater Wellington's role in terms of planning and co-ordination. Your comments regarding the distribution of Greater Wellington publications were also noted.

Submitter: L. M Noble

Submission Number: 179

Organisation:

Topic: Transport - public transport services

SummaryID 11639

Summary: The submitter presumes the red English Electric units that worked the western suburbs for many years have been retired. The submitter would like one of the units to be preserved in an appropriate location, similar to the Wellington trams at McKays crossing.

Response: The English Electric units have not yet been retired, but this is planned for the end of this financial year. One of the units currently in operation is from the Ferrymead Historic Park in Christchurch and it will be returned there. Decisions are yet to be made about the future of the remaining fleet.

Submitter: Mr Jim van Leuven

Submission Number: 180

Organisation:

Topic: Transport - public transport services

SummaryID 11640

Summary: The submitter strongly supports the rail upgrade. The submitter strongly urges Greater Wellington to do everything possible to improve the rail system now and capitalise on the opportunity presented by higher oil prices attracting new users. The submitter highlights three areas for improvement:

- service - people hate the poor service and the operator must be more accountable. The fare reduction for the reduced service on the Melling line was a joke considering the reduction in services
- reliability - while acknowledging the antiquated system, all efforts should be made to have trains on time. This is essential in retaining new users drawn to the service by higher oil prices
- capacity - do everything possible to increase capacity so that people do not return to cars when oil prices decrease, as happened in 2008.

The submitter believes that if we can get people to love public transport we will become a happy and sustainable region.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

We can assure you that we are doing everything possible to improve the rail system, including developing a new performance based operating agreement that will hold KiwiRail more accountable for performance and customer service. The measures currently in place on the Melling line are temporary and normal services will be restored soon. Capacity will be increased as the Matangi fleet comes into service, and we are finding that people who are now travelling on a Matangi train are very happy with it.

Topic: Water - conservation programmes

SummaryID 11641

Summary: The submitter believes we can put off costly infrastructure capacity if we operate in a

way that renders this unnecessary. The submitter questions what Greater Wellington is doing in terms of:

- educating to reduce water use
- lobbying local and central government to make households more reliant in terms of water and waste water.

Response: The submitter believes we can put off costly infrastructure capacity and questions what GW is doing in terms of education to reduce water use and lobbying local and central government to make households more [self]-reliant in terms of water and wastewater. Your preference to see costly new infrastructure capacity put off in favour of water efficiency and demand management methods is noted. Greater Wellington and the four cities that it supplies are aware of savings associated with deferring major new water storage infrastructure, and will continue to invest in identifying and implementing practical and cost-effective conservation and efficiency methods that could help to defer that investment without increasing the risk of water shortages. Recent examples of new water demand-management initiatives are GW's investigation of the costs and benefits of domestic rainwater storage to reduce demands on the water supply system, and Wellington City Council's development of its Water Efficiency and Conservation Plan.

Greater Wellington's water supply role is concerned primarily with meeting the potable water demands of the four cities within metropolitan Wellington; it has no role in providing wastewater services. The implementation of many water demand-management options, including local regulation change to support adoption, rests primarily with the area's four city councils. However, Greater Wellington does invest in education and social marketing initiatives annually to promote water efficiency and conservation, with particular emphasis on summer water use. These demand management methods are part of the 'Water conservation programmes' activity. [I am unaware of what if any action we have or will be taking to lobby central government re water demand management. Check whether Environmental Policy should answer this question]

Topic: Finance - rates

SummaryID 11642

Summary: The submitter asks whether Greater Wellington:

- is doing everything it can to raise its productivity?
- is doing everything to trust that rates are not increasing to cover business as usual?
- is being regularly reviewed and lifting its game?

Response: Thank you very much for your submission. Please be assured that Greater Wellington is constantly looking to reprioritise expenditure and improve productivity. Every year during the annual planning round, managers are expected to review their areas for low priority spending and consider ways of improving productivity.

Submitter: Ms Joanna Robson

Submission Number: 181

Organisation:

Topic: Transport - public transport services

SummaryID 11740

Summary: The submitter would like Greater Wellington promote an expansion of the rail system, as per the attached sketch diagram.

Response: We are about to start a major study investigating the feasibility of high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport.

The study will consider light rail, but will not include extending the existing heavy rail south of the Wellington rail station. This investigated in the Ngauranga-Airport Corridor study and was found not to be feasible for many reasons, including the impact of elevated rail platforms through the Golden Mile..

Submitter: C. M. Niven

Submission Number: 182

Organisation:

Topic: Transport - public transport services

SummaryID 11737

Summary: The submitter is concerned about the unnecessary noise created from excessive tooting of train horns. The submitter attaches two of his own surveys of tooting trains on the Kapiti line, which have been provided to Kiwi Rail. the submitter recommends that Greater Wellington conducts its own survey of train tooting at controlled crossings to confirm the problem. The submitter believes that Greater Wellington should insist that Kiwi Rail take action to improve the standard of driver behaviour in regard to tooting.

Response: We note you comments about the noise created by trains but are aware that this is a matter for the operator who has strict safety guidelines to adhere to.

Submitter: Roger Hughes, Jennifer Antoinette **Submission Number:** 183

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11734

Summary: The submitter notes the plan is silent on support for the government's initiative to build a network of roads. The submitter believes that transport policy should include both rail and road and take stewardship of both aspects as they are mutually exclusive.

Response: Our Regional Land Transport Strategy and plans support the government's road programme. Our plans are multi-modal and aim to both improve public transport and roading infrastructure, as well as making walking and cycling more attractive options for people.

If you are interested, a link to the council's transport strategy and plans is:
<http://www.gw.govt.nz/rfts/>

Topic: Transport - public transport services

SummaryID 11732

Summary: The submitter supports Greater Wellington owning the new trains and railway stations. The submitter is concerned about costs of owning the Ganz Mavag trains, as it may turn into a bottomless pit. The submitter thinks a guarantee from government is required to act as backstop if something goes wrong with the trains.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region. We note your concerns about the GanzMavag trains but believe that it is very unlikely that we would be able to get the government to provide a guarantee. You may not be aware that we have funded the refurbishment of a single GanzMavag unit to determine if it can be refurbished in a cost effective way that will extend it lifetime. We believe that this will be the case but the refurbished unit is still to be tested. No commitments to refurbishment will be made until the results from the testing are known. We are receiving independent advice from Queensland Rail on the refurbishment trial, and believe that all of these actions mitigate the potential risks that you have raised.

Submitter: Mr Max Shierlaw

Submission Number: 184

Organisation:

Topic: Finance

SummaryID 11731

Summary: The submitter seeks feedback on alternative options to fund the proposed Regional Rail package, including the option of selling some of its investment in Centre Port.

Response: Since the current arrangements for Port ownership have been in place Greater Wellington has made reasonable returns from the Port Investments in terms of capital growth and dividends received. At this point in time there are no formal investigations into the sale of the Port being conducted.

Submitter: Mr Steven Hack

Submission Number: 185

Organisation:

Topic: General comments

SummaryID 11727

Summary: The submitter is okay with what is proposed.

Response: We noted your support for our proposed Annual Plan 2011/12.

Submitter: Hamish Allordice

Submission Number: 187

Organisation:

Topic: Transport - public transport services

SummaryID 11725

Summary: The submitter believes Greater Wellington's plans for 2011/12 looks okay. The submitter pleads that just because central government has no leadership or vision on public transport Greater Wellington doesn't have to follow and should keep developing public transport.

Response: Thank you for your support of the 2011/12 plan. We see public transport as one of our key responsibilities and will continue to invest in it for the benefit of the region.

Submitter: Mrs Betty van Gaalen

Submission Number: 188

Organisation: Kapiti Grey Power Association Inc

Topic: Resource Management - resource consent service

SummaryID 11711

Summary: The submitter is concerned there is a conflict of interest in Greater Wellington working with the Environmental Protection Authority in regards to the Transmission Gully application, as the submitter believes the motorway projects has been on Greater Wellington's books since 1989.

Response: The Transmission Gully consenting and plan change process that is being run by the Environmental Protection Authority as a matter of national significance. It is a fully independent process that is being run out of the Authority itself with decision being made by a fully independent Board of Inquiry. While Greater Wellington provides planning advice into this process, all decision making is completely out of our hands ensuring that there is no conflict of interest whatsoever.

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11712

Summary: The submitter supports the Wairarapa Water Use project.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long

term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - regional transport network planning

SummaryID 11715

Summary: The submitter questions whether it is necessary to review the Western Corridor Plan again as Transmission Gully will go ahead and the Waikanae rail line improvements will be completed.
The submitter wants it confirmed when the Freight Plan will be completed, they are concerned about heavy mega trucks on local roads.

Response: The review of the Western Corridor Plan will update the plan in light of the various decisions that have been made to improve the rail and road infrastructure since the original plan was adopted. It will also examine if any other changes need to be made in the medium to long terms in the corridor. The review is not expected to require a significant process, and will not revisit decisions like the Transmission Gully Motorway.

Topic: Transport - public transport services

SummaryID 11705

Summary: The submitter is supportive of Greater Wellington's commitment to public transport, particular measures that improve access to public transport for the mobility impaired and ageing population.
In regards to the regional rail package, seeks clarification:
- that Greater Wellington can own the rail rolling stock and that this is what central government intends, as this is inconsistent with statements in other plans.
- of how competition can be introduced in light of contracts with Kiwi Rail.
The submitter is also concerned that there is no financial information to support the more pragmatic issues associated with ownership of rolling stock.
The submitter provides the following comments on Waikanae station:
- changes to bus times have cause problems, especially for Otaki school
- bus stops by Mahara Place are inconvenient for older patrons
- small number of carparks considering patronage.
The submitter requests the extension of the hours of use of the Gold Card to early morning and at least 3.30pm, especially as Auckland has 24 hour Gold Card usage.
The submitter is concerned to hear that the contract is paid a Waikanae to Wellington fare for any trip on the line, even if the passenger only travels to Paraparaumu.
In relation to the review of the transport rate formula, the submitter suggests there is a mistake on page 24 and that it should refer to 2012/13, not 2011/12.
The submitter is reluctant to support fare increases.
The submitter is disappointed that subsidies on non commercial transport operations are not given.

Response: Thank you for your support of our investment and commitment to public transport.

The proposed Regional Rail Package will introduce inconsistencies with other existing plans and documents in a number of areas. However, the rail environment has changed substantially in the past few years with the Government buying rail back from

Toll Holdings Limited. The new Package represents a way forward that should provide stability both in terms of structure and also in terms of funding.

Under the current ownership arrangements for rail rolling stock, Greater Wellington meets the full costs of operations and maintenance of the fleet, with a subsidy from the New Zealand Transport Agency. The current package has arisen to a large extent out of the need to find a way to fund the refurbishment of the GanzMavag fleet, which is achieves.

Otaki bus services are to be reviewed shortly to ensure that they meet the needs of the community within the available budget. Our fare structure is to be reviewed in the next year, including concessions. Our current policy is to provide Super Gold card discounts in accordance with the funding providing by the government. Reimbursement is based on average fares, rather than individual trips.

In fact, the reference to the review of the rating policy review in the 2011/12 year is correct. The review will take place during this year so that the findings can be incorporated in the new long term plan commencing 2012/13.

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11717

Summary: The submitter notes the reticulation system at Queen Elizabeth Park has failed and would like to know what effect this is having on the Tramways and Museum and other facilities in the Park.
The submitter reminds Greater Wellington that private land at Baring Head must be excluded from the reserve to be created.
The submitter questions whether it is realistic for 80% of residents to be able to freely recall a regional park or forest.

Response: The Parks Community Usage and Awareness telephone survey (n=500) conducted in 2010 showed that 81% of regional residents could freely recall a major regional park/forest in the greater Wellington area. On average they could recall 2.9 parks/forests.

Topic: Safety and Flood Protection - flood warning service

SummaryID 11720

Summary: The submitter questions whether 30 minute flood warnings are adequate and whether this has been tested given the fast flood recently seen in Japan.
The submitter supports key projects in this area, especially those regarding the Otaki and Waikanae rivers, and believes it is important to optimise our civil defence function.

Response: Greater Wellington works very closely with KCDC so as to optimise delivery of flood warning responses. We regularly run emergency exercises with KCDC so as to ensure good systems are in place.

Our flood warning service is working well with up to date information available on the web site and many of our warning systems automated. We regularly review and revise our systems to further improve them. If there are any specific areas where you feel there could be improvement then please contact our Flood Protection Department

Topic: Regional Sustainable Development - regional resilience

SummaryID 11722

Summary: The submitter believes we are not a strong and prospering economy. The submitter would like clarification that work on the climate change and water strategies is ongoing and that they are yet to be developed. The submitter has not seen any benefits from Grow Wellington, other than the Clean Technology project in Otaki and wonders what happened to the WRS statement regarding "\$20 return to the region on each rate payer dollar collected"? The submitter would like to know what is happening with regional broadband and the role of Greater Wellington. The submitter would like to see progress on the GPI and wants to know what is holding it up.

Response: The growth in the regional economy has slowed as a consequence of the recession. Grow Wellington is continuing to work with businesses and sectors during this time to support them to grow, especially where they have potential to export.

While there are already some measurable benefits of Grow Wellington's work the real benefits will be longer term, including achieving the "\$20 return to the region on each rate payer dollar collected" goal. Greater Wellington will continue to monitor the company's Statement of Intent and its Annual Report to ensure it is delivering value for money. There is no evidence to date that shows overall it is not delivering value.

We are currently undertaking an independent review of the Wellington Regional Strategy and the work of Grow Wellington. The review will assist a decision about whether or not to continue with the activity which was part of the agreement to start the WRS activity in 2007. A decision is due to be made by the end of June 2011.

Work on our climate change and water strategies has started and we are working with other agencies, including the other councils in the region, to agree on these strategies.

In the regional broadband project Greater Wellington is leading the work in the region to bring ultra fast broadband to Wellington, through the Government's programme. This includes aligning the various regulations and rules within each council and supporting the use of new technologies to cost-effectively roll out broadband (including technologies to may fibre in road corridors).

The GPI will be published this year. Progress to date has been held up by the time it has taken to collect and verify data. Because the GPI is new to New Zealand and the region the development of the Wellington GPI has taken more time than would otherwise have been the case.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11723

Summary: The submitter supports the Warm Greater Wellington programme, but thinks it is very selective scheme and doubts if those that really need it can afford to take part.

Response: Thank you very much for your submission. There has been a significant take up of the scheme. It is targeted at those that could not in other circumstances afford to borrow or pay directly for improvements. Like all services Greater Wellington is required to balance the cost of the services with the benefits delivered.

Topic: Finance

SummaryID 11710

Summary: The submitter asks if provision has been made for a large increase in insurance costs following the Christchurch earthquake.

The submitter queries whether in the last sentence on page 10 if it should say "when

the water supply levy is deducted (rather than included) the overall rates increase is 4.23%).

The submitter supports the philosophy and principles of managing investment to optimise returns in the long term to ratepayers and appreciates the contribution investment income plays in keeping down rates.

Response: Thank you very much for your submission. Greater Wellington is currently reviewing its insurance cover. It is likely that premiums will face pressure. Greater Wellington is looking at other options to manage its risk and insurance premiums. This could include more self insurance or acceptance of higher excess levels.

Your comments of support on investment management are appreciated.

Topic: Finance - rates

SummaryID 11708

Summary: The submitter commends Greater Wellington for reducing the proposed rates increase from that forecast in the 10-Year Plan 2009-19 and to making efforts to maintain operating costs at 2009/10 base levels. The submitter encourages Greater Wellington to read Age Concern's publications on the adequacy of superannuation and living costs. The submitter believes that in increasing personnel costs by 5.5%, Greater Wellington is taking advantage of the open ended nature of the rating system and requests that this be revisited. The submitter comments that it would be useful to distinguish between the residential rates and the business rates in Wellington City.

Response: Thank you very much for your submission. Greater Wellington is keenly aware of the issues you note in relation to staff salaries. Market remuneration information is used to ensure fair and reasonable salaries for its employees. At times market conditions push up the demand for certain skills and Greater Wellington is forced to match the market in order to recruit and retain staff. It is important to note that the proposed increase in personnel costs is driven by a mixture of wage increases, staff number increases in critical areas, and certain staff "on costs" such as ACC.

Submitter: Ms Rosemarie Bowers

Submission Number: 189

Organisation:

Topic: Transport - public transport services

SummaryID 11699

Summary: The submitter comments that the use of public transport has become unaffordable for those on low incomes.
The submitter supports the closure of Muri station as it will save on maintenance costs.

Response: We note your concerns about the affordability of public transport services for those on low incomes. We will be reviewing our fare structures in the next financial year, including concessions and discounts. However the current fares do provide a wide range of discounted products such as 10 trip and monthly passes.

We note your comments about the closure of Muri station which will result in a small saving on maintenance costs. However, services have been withdrawn from the station on the basis of safety concerns and the high cost of mitigating these.

Submitter: Liri Kazazi

Submission Number: 190

Organisation:

Topic: Safety and Flood Protection - environmental enhancement of river corridors

SummaryID 11697

Summary: The submitter is concerned about the degradation of Hutt River and loss of recreational opportunities. The submitter would like to know what is being done to restore the river. The submitter understands that bulldozing is necessary for flood protection but would like to know if there are alternatives that could mean bulldozing less often. The submitter would also like to know what can and is being done about:

- toxic algae
- riverside rubbish.

Response: We do try and minimise the amount of in channel bulldozer work that is undertaken. The very constrained nature of the Hutt River means, however, that we do have to use bulldozers occasionally to ensure the design river alignment is maintained so as to minimise erosion and or flooding risks. Over the last few years we have generally been able to limit the use of bulldozers to the dry beaches with the machine not actually entering the water. The primary area where we have been using machines is in the lower reaches for extraction of gravel. We have worked closely with DOC, Iwi and Fish and Game to ensure the work we do has minimal impact.

We regularly undertake "Rubbish Runs" to remove rubbish from the river trail and berms but it is difficult to stop dumping. We have a River Ranger who helps police this type of behavior but any help we can get from the general public in making it clear that dumping of rubbish is unacceptable is of great assistance. Our River Ranger can be contacted on his cell phone number 0272837991 if you have any information that could help us track down people dumping rubbish on the river.

Submitter: Francesse Middleton

Submission Number: 191

Organisation:

Topic: Transport - public transport services

SummaryID 11694

Summary: The submitter fully supports the development and improvement of the rail system. The submitter would better communication with people who use a service when the services are axed. The submitter suggests that school buses be used by the public if there is a shortage of transport such as in Whitby. The submitter believes that timetables should be presented to the blind association in such a manner that members can read it. The submitter believes that any areas of high density retired people need services to facilitate shopping and recreational activities such as swimming as well hospital visits.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Greater Wellington does endeavour to communicate with people who use services whenever there are changes to those services. Communication takes many forms including newspaper and radio advertising, posters and flyers handed out to users.

Under current contracting arrangements school buses provide dedicated services to school children, and we are unable to make them available to the general public. However, we are reviewing school services in the Porirua area and this may result in a reduction of school services with the school children being carried on general services.

Topic: Finance - rates

SummaryID 11695

Summary: The submitter supports the upgrade of water services, safety of dams and all essential work but questions that the recreational activities be cost covered with fees.

Response: Thank you very much for your submission. The Long Term Plan process for 2012/27 had just commenced. This provides the opportunity to review the rating and financial policies. Your views will be considered as part of this process.

Submitter: Grahame Swanson

Submission Number: 192

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11693

Summary: The submitter requests that the process known as "fluoridation" to our water be immediately suspended for the following reasons:

- it is a toxic poison
- it can cause neurological damage and increases the risk of bone cancer in people
- it does very little to prevent tooth decay or strengthen teeth
- if individual people wish to take this substance for themselves then they can
- many other countries throughout the world have withdrawn this substance from their water supplies
- fluoride was originally used in Russian gulag prisons and Nazi concentration camps because it had a pacifying effect on the prisoners and also dumbed them down so that they would not cause problems and could be handled more easily

The submitter requests a list of the names of current councillor's and whether they are for or against fluoridation.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Dale Burrell

Submission Number: 193

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11690

Summary: The submitter urges Greater Wellington you to consider removing the fluoride from Wellingtons water supply. The submitter is opposed in principle to forced medication, believing it should be a personal choice. In addition there is enough evidence to suggest its not as safe as it sounds and many towns and cities around the world are choosing not to fluoridate their water.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Peter and Angela Oliver

Submission Number: 194

Organisation:

Topic: Finance - rates

SummaryID 11689

Summary: The submitter cannot understand why the economic development levy for residential properties is \$14.00 plus GST and for rural properties \$28.00 plus GST, especially as rural ratepayers benefit from it less. The submitter recommends that the economic development levy be uniform for all ratepayers.

Response: Thank you very much for your submission. This matter was debated at length at the time of the introduction of the Economic Development Agency. All of the options considered had arguments for and against them. In the end, the chosen option was seen as the best mix of pragmatism and economic rationality.

Submitter: Mike Mellor

Submission Number: 195

Organisation: Trans-Action

Topic: Transport - regional transport network planning

SummaryID 11688

Summary: The submitter supports:
- the development of a Regional Land Transport Programme for 2012-5, with provision for tram-train being included
- the high-quality PT Study, with tram-train being considered as an option;

Response: The Regional Land Transport Programme for 2012-5 will not include a provision for a tram-train as this is currently not in any of our plans. The option for tram-trains through the Wellington City public transport spine will be investigated as part of the Public Transport Spine Study which is about to get underway. If they are found to be a feasible option for the region they are likely to be included in future programmes.

Topic: Transport - public transport services

SummaryID 11687

Summary: The submitter supports the review of fare structures, noting that a new fare structure needs to be consistent with the hub/spoke/interchange model, and not penalise passengers for changing vehicles/modes.

Response: Thank you for your support of the review of fare structures. Transfer fares will be considered as part of the review as we acknowledge their importance in any hub/spoke/interchange model.

Submitter: Mike Mellor

Submission Number: 196

Organisation: Public Transport Voice

Topic: Transport - encouraging sustainable transport choices

SummaryID 11686

Summary: The submitter would like to know why the budgets for school travel plans and walking and cycling initiatives have been reduced and what realignment is required? The submitter suggest that Greater Wellington advocate strongly to NZTA for continuation of the existing programme.

Response: Funding is not being cut for the programme. In fact, the 2011-12 target number of schools did not change from the 10 year 2009-19 LTCCP but rather the budget reflects efficiencies gained in the programme over time through partnerships with local councils for delivery to schools in the region.

Likewise, funding for our cycling and walking initiatives is not reducing. To date we have been successful in aligning our projects with the recent changes in investment objectives in the GPS.

The funding for infrastructure provision is an issue for the local councils and we support them in their bids for funding from the national fund. We also advocate for walking and cycling facilities to be provided when roading infrastructure is improved. All the RoNS projects planned for the region, with the exception of the Transmission Gully Motorway, will be providing these facilities.

Topic: Transport - public transport services

SummaryID 11685

Summary: The submitter fully supports the public-transport-related aspects of the proposed Annual Plan. The submitter has comments and questions on a number of matters:

- redeployment of bus services - poorly performing services should be looked at as candidates for improvement, with withdrawal of services a last resort. The submitter would like a definition of poorly performing services.
- rolling stock - all should be maintained to the same level, regardless of ownership
- station access - additional issues should be addressed, not just park and ride such as bus stop location and cycling and walking.
- rail-replacement bus services - poorly performing, require an audit from passenger point of view and improvements made.
- real time information - would like to know the timescale and implementation targets.
- customer information - requests an audit of signposting and information displays as areas for significant improvement, particularly at interchanges
- branding - Metlink should promote its own brand more and less of the brand of its contractors
- customer feedback - suggests the introduction of a mystery shopper programme
- integrated ticketing - suggests integrated ticketing is progressed on its own (separate from integrated ticketing)
- ticketing - suggests weekly tickets and monthly tickets that start on any day of the month
- bus service improvements - asks why has money allocated for bus service improvements has not been utilised and which is know what approaches have been made to NZTA?
- trolley bus services - suggest the overhead network be transferred from Wellington City Council to Greater Wellington to reduce costs
- Rugby World Cup - asks what services will be provided?

- Regional Rail Plan - asks why this has been deferred and why Greater Wellington is not advocating for implementation as agreed?
- rail station and carpark upgrade - would like to know the details of the programme and hopes needs of wider users are considered, not just car drivers
- txtBUS and txtTrain - would like to know what increase is expected and impact of real time information on these services.

Response: Thank you for your support of public transport related aspects of the proposed plan.

Poorly performing services are looked at as candidates for improvement, and this many mean changes to the timetable or parts of the route. However, service reviews are carried out on a cost neutral basis and it is essential that we achieve value for money for all of those who pay - customers, ratepayers and taxpayers. Poorly performing services are those services that carry very few passengers.

Rolling stock maintenance standards will be set irrespective of ownership. The level of maintenance will be set on a fleet by fleet basis. We are seeking to improve the overall standard of maintenance in order to deliver a more reliable service that is sustainable into the future.

Station access issues are addressed in a broad sense, with careful integration of bus services, tickets that provide free bus travel for monthly rail pass holders in some locations, and the provision of additional cycle storage. However, there will be an on-going need to continue to provide additional parking at stations for the foreseeable future. The programme for station and car park improvement has not yet been developed and will be subject to a prioritisation process taking into accounts matters such as current condition, present and potential usage, and safety.

A new contract is to be let by TranzMetro for the provision of planned bus replacement services. We agree that improvements are needed and expect that these will occur with the new contracting arrangements.

Phase 2 extension of RTI is to Valley Flyer bus services, and pre-installation works in buses are progressing in line with the scheduled introduction of RTI for Valley Flyer from the end of May. Mana Newlands bus services are then planned to follow from the end of October. Display signs are arriving in quantity and will begin to be installed in Wellington urban area during May, with the full installation schedule taking nearly 12 months. Discussions continue with KiwiRail on the development requirements of the RTI for rail sub-project, which will complete network-wide RTI coverage in 2012.

Greater Wellington is continually seeking to improve its signage across the network. However, no specific budget has been provided for an audit of signage in the coming year and we do not consider that additional expenditure is warranted at present.

Metlink is an overarching brand and we do not fund promotion of operator brands independently of Metlink.

Mystery shopper programmes have been used by some of the operators in the region, and may become a feature of new performance base contracts when these are developed over the coming years.

A full review of our fare structures is planned for the coming year, and this will include looking an integrated ticketing.

Greater Wellington had sought funding in the current Land Transport Programme for bus service enhancements. While this requirement was included in the Programme,

funding was not approved and Greater Wellington believes that it could not mount a successful case for any additional funding under the current investment and revenue strategy of NZTA until such times as it eliminates inefficiencies in the current investment. In addition, pressure on Greater Wellington's own budget means that contributing the local share is unaffordable. As a consequence, and in line with all other NZTA investment in bus service throughout the county, we are being asked to continue to provide services with a fixed allocation. Greater Wellington manages this by ensuring that service reviews are cost neutral.

Greater Wellington would prefer that the ownership of trolley bus overhead network be transferred from Wellington City Council, but that Council is not currently prepared to make the transfer, so there is little that can be done at this time. However, we will continue to lobby as appropriate for the transfer to occur.

In terms of the Rugby World Cup, the key services that are being planned are shuttle buses in central Wellington on the days of the games. Additional train services will be provided in line with normal stadium events.

Some Regional Rail Plan projects are being deferred because the assumed funding contribution from the government is no longer available, and without this support they are unaffordable at the current time. We can assure you that Greater Wellington has been advocating for on-going funding support from the Government, and that has led to the proposed Regional Rail Package. Under the Package central government funding will be available but not at the levels previously proposed, and which were never approved. We believe that the new Package gives us more certainty that the funding will be forthcoming.

It is too early to tell what impact the real time information system will have on txtBUS and txtTRAIN usage. Potentially when real time is introduced usage will increase. However, with the widespread availability of smart phones many users may simply prefer to access the Metlink mobi site for their information needs. We will monitor demand over time and adjust our investment accordingly.

Submitter: Ms Deborah Wright

Submission Number: 197

Organisation:

Topic: Transport - public transport services

SummaryID 11683

Summary: The submitter would like consideration given to transporting bikes on trains, as current capacity is often insufficient.

Response: Greater Wellington has recently considered the carriage of cycles on trains and adopted a new policy which can be found at <http://www.metlink.org.nz/cycles-on-trains-policy-1-april-2011/>

The policy does provide for the greatest capacity carriage of cycles considered achievable at the present time.

Submitter: Mr Stephen Journcce

Submission Number: 198

Organisation: The Dive Guys Ltd

Topic: Resource Management - pollution prevention and control

SummaryID 11682

Summary: The submitter believes the inner harbour and coastline are Wellington's key asset. The submitter notes there are no projects in the summary relating to this. The submitter would like to put to the hearings committee proposals to deal with the large amounts of rubbish in the coastal environment.

Response: Your comments around the cleanliness of the harbour and the amount of rubbish in the inner harbour in particular are noted. Greater Wellington has an extensive monitoring programme around our coastal waters, including Wellington Harbour, but does not have a specific programme to remove rubbish from the inner harbour. This perhaps an issue that might be better addressed to the Wellington City Council in terms of rubbish collection and removal.

Submitter: Mr Bill Voisey

Submission Number: 199

Organisation:

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11680

Summary: The submitter disputes Greater Wellington's assessment of the flood risk of his property. The submitter seeks provision in the Annual Plan for work to revise the Wainuiomata River flood hazard maps and the allocation of funding to allow an accurate re-assessment be completed as soon as possible.

Response: The Hutt Valley Floodplain Management Subcommittee will be considering options for updating the Wainuiomata River Flood Hazard information at its meeting in June 2011. This will then be reported to full Council for a decision on the extent of the update required and making the appropriate funding available. In making this decision Council will have to consider its other Flood Protection priorities as well as wider Council funding priorities. Until such time as the extent of work and budgets are known it will be difficult for Council to make any specific funding provision. However, we can assure residents that Council takes its Flood Protection responsibilities very seriously. We currently have a substantial flood mitigation improvement programme in place and are continuing to support this programme even in these tight economic times.

Submitter: Ms Victoria Cleal

Submission Number: 200

Organisation:

Topic: Transport - public transport services

SummaryID 11678

Summary: The submitter agrees that it is good to our region more control over our transport through train ownership.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Water - planning for future demand and supply

SummaryID 11677

Summary: The submitter would prefer that Greater Wellington did not increase water supply, but rather work with organisations to reduce water use.

Response: Greater Wellington notes and agrees with your preference for demand reduction rather than supply augmentation. Each year that a new dam or storage lake can be deferred potentially saves the community millions of dollars in debt servicing costs and Greater Wellington prefers to leave this for as long as possible without jeopardising the ability to supply.

As a bulk supplier, Greater Wellington has only four customers, the city councils of Upper Hutt, Lower Hutt, Porirua and Wellington, and as such does not have a great deal of scope to directly implement demand management methods in the community, Greater Wellington does, however, continue to look for ways to build cross sector relationships and make water saving technology more accessible for residents.

In addition, Greater Wellington carries out an annual water conservation programme and supports the policies of our customers that promote the conservation of water.

Submitter: Mr Godfrey

Submission Number: 201

Organisation: Fernandez

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11684

Summary: The submitter requests a provision to revise the Wainuiomata River Flood Hazard Assessment in 2011/12.

Response: The Hutt Valley Floodplain Management Subcommittee will be considering options for updating the Wainuiomata River Flood Hazard information at its meeting in June 2011. This will then be reported to full Council for a decision on the extent of the update required and making the appropriate funding available. In making this decision Council will have to consider its other Flood Protection priorities as well as wider Councils funding priorities. Until such time as the extent of work and budgets are known it will be difficult for Council to make any specific funding provision. However, we can assure residents that Council takes its Flood Protection responsibilities very seriously. We currently have a substantial flood mitigation improvement programme in place and are continuing to support this programme even in these tight economic times.

Submitter: Mr Michael Ellis

Submission Number: 202

Organisation: Hutt City Council Eastern Community Board

Topic: Transport - public transport services

SummaryID 11691

Summary: The Eastern Community Committee of Lower Hutt City Council supports the proposed Regional Rail Package and details several issues at Naenae, Epuni and Waterloo rail stations, specifically:

- Naenae: safety issues
- Epuni: inadequate shelter
- Waterloo: need for 24 hour toilet facility and inadequate parking.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

The proposed Regional Rail Package has a nominal amount allocated for the upgrade of stations across the network, and we are currently looking at how this expenditure should be prioritised. This will determine what upgrades can occur to stations in the Hutt Valley.

Providing 24 hour toilet facilities at Waterloo station would not match the current rail operating hours and would be subject to high costs and potentially increased vandalism.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11692

Summary: The Eastern Community Committee of Lower Hutt City Council supports the Waiwhetu Flood Management Plan and desires to be included in the consultation process.

Response: Thank you for your support of the preparation of the Waiwhetu Floodplain Management Plan. We have provided a number of avenues for the elected representatives, HCC officers and the community to be involved in the preparation of the plan. The Hutt Valley Floodplain Management Plan Sub Committee has three representatives from HCC on it and is charged with managing the completion of the plan. In addition to this we are ensuring that HCC Councillors are invited to the many community meetings that we have. If there are any further ways in which your Council wishes to be involved then your representatives on the HVFMS should raise the matter at the next available meeting.

Submitter: Ms Divinia C. Lagazon

Submission Number: 203

Organisation:

Topic: Finance - rates

SummaryID 11696

Summary: The submitter opposes the proposed rates increase as unaffordable due to flat or decreasing wages as well as increased food and electricity prices and proposes that Greater Wellington operate within current resources.

Response: Thank you very much for your submission. Greater Wellington is acutely aware of the effect of the rate increases on fixed income earners. For this reason Greater Wellington attempts to minimise the rate increases, while at the same time providing the level of service that the public requires and that contribute to the best overall outcomes for the region.

Submitter: Mr Trevor Wylie

Submission Number: 204

Organisation: Friends of the Otaki River Inc

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11698

Summary: The Friends of the Otaki River support proposed river corridor environmental enhancement projects and maintenance of tracks and restoration sites. Friends of the Otaki River request that Greater Wellington take over funding of the contract worker when present Ministry for the Environment funding ends and that Greater Wellington carry out the annual Public Walkover the River.

Response: Council is very appreciative of the huge amount of work the Friends of the Otaki River put into environmental enhancement and, in particular, the Wednesday group who manage the nursery and do the preparation for the planting days. Council is committed to continuing to support this work through its Flood Protection department and the Care Group funding. Council will include a proposal for the funding of an environmental river hand to work on both the Waikanae and the Otaki Rivers in its next LTP, being produced over the next 12 months. This proposal will then be able to be considered in line with all of the other priorities Council has before a decision will be made on what, if any, additional funding is available for this environmental work.

Submitter: Mr Peter MacDonald

Submission Number: 205

Organisation:

Topic: Resource Management - planning

SummaryID 11703

Summary: The submitter requests a review of residential zoning where privately owned Kohekohe/Tawa forest adjoins reserves and ecological corridors to Belmont Reserve to prevent these forest strips from being degraded.

Response: While noting your concern for habitat and request for a review of residential zoning around the Belmont area to preserve kohekohe and tawa forest, this is very much an issue that should be taken up with your local council through their district planning processes.

Topic: Transport - public transport services

SummaryID 11701

Summary: The submitter requests matching fare subsidies for the rail subsidies, specifically for fare zone 1 to be free, as well as to use parallel roads to allocate one for a dedicated, seamless and frequent public transport route through Wellington City.

The submitter also requests that the rail tracks beneath the Petone Overbridge be realigned to allow room for cyclists.

Response: We do not agree that public transport fares exceed the cost of petrol in commuting by car. Our analysis indicates the overall the cost of using public transport is competitive with the cost of using a car. Details of our analysis can be found at http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2011_49_1_Report.pdf.

We will be reviewing our fare structures in the next year. Your reference to "cheaper, more reliable and frequent service" is presumably made from the perspective of a public transport user, not from the perspective of the ratepayer or taxpayer. Our current policy is that users meet 45-50% of the overall cost of providing services.

Greater Wellington is currently investigating options to improve the public transport corridor through Wellington City. This Public Transport Spine Study will consider dedicated routes for public transport.

Cycle access along SH2 is also under review. We are currently consulting on proposals to upgrade the route through a Draft Hutt Corridor Plan. However, it is unlikely that the railway tracks under the Petone overbridge can be realigned to provide additional space for cyclists.

Topic: Parks and Forests - environmental protection and enhancement

SummaryID 11702

Summary: The submitter requests that native trees (podocarp, kahikatea and other swamp trees) be restored to the Trentham Reserve and replace surrounding willows as well as installation of an ecotone strip of flax around the border.

The submitter also requests that native species be restored along various areas along the flood protection stopbanks.

Response: Greater Wellington notes the important biodiversity matters the submitter raises. The

issues raised by the submitter, however, are matters for Upper Hutt City Council as the local territorial authority. Greater Wellington will ensure the concerns of the submitter are forwarded to UHCC.

Topic: Finance - rates

SummaryID 11700

Summary: The submitter supports the proposed rates so long as sustainability, improved public transport and an environment vision is emphasised along with a de-emphasis on sports and white elephants.

Response: Thank you very much for your submission. Greater Wellington notes that the majority of the increases in rates for this period are driven by Public Transport, an area you have identified as priority to you.

Submitter: Ms Patricia Kane

Submission Number: 206

Organisation:

Topic: Transport - public transport services

SummaryID 11704

Summary: The submitter supports the proposed Regional Rail Plan and requests light rail or trams for Wellington City and Lower Hutt City to reduce fossil fuel dependency.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study will also consider access to the airport.

The option of running light rail north of the Wellington Railway Station is outside the scope of the public transport spine study. The Government and Greater Wellington have recently made significant investments in the rail corridor to enable the new Matangi to use the line. There would need to be other substantial changes to accommodate light rail and making still more changes would not be feasible at this time. However, the study will be looking at future options for optimising public transport connections between the Wellington cbd and areas to the north. In the long term future running light rail north of the Wellington City cbd could be feasible.

Topic: Water - infrastructure

SummaryID 11706

Summary: The submitter states that new or larger dams need to take account of fault lines and variable rainfall, noting that securing the region's water supply is of the utmost importance.

Response: Greater Wellington notes your comments and agrees that a secure water supply is critical for the region. Each year capital projects are undertaken to continually improve both the resilience of Water Supply infrastructure and Greater Wellington's emergency response capability.

The close examination of seismic issues and historical rainfall records figure prominently in any investigations into new sources or storage lakes.

Submitter: Bernie Harris

Submission Number: 207

Organisation:

Topic: Transport - public transport services

SummaryID 11709

Summary: The submitter states that the previous owners of rundown rail assets should share in the cost of upgrading those assets.

Response: As part of the proposed Regional Rail Package, the Government will be providing funding for deferred or catch-up renewals of the rail network which is a direct contribution from a previous owner to the upgrade of run down assets. The Government proposed to allocate \$88 million over 8 years, so represents a very significant contribution to the rail network.

Topic: Finance - rates

SummaryID 11707

Summary: The submitter suggests that projects in a particular area should be mostly paid for by rates in those particular areas (an example is flood protection and rail expenditure).

Response: Thank you very much for your submission. The policies for allocating all rates across the different areas are covered in the Revenue and Financing Policy of Greater Wellington. In brief, these policies do provide for a greater share of those services you identified in your submission to go to those areas where the direct cost and benefit occur.

Submitter: Ms Philippa Boardman

Submission Number: 208

Organisation:

Topic: Resource Management - planning

SummaryID 11713

Summary: The submitter states that the 5 key projects in this area need to be prioritised so they all come under the umbrella of an operative Regional Policy Statement.

Response: Your comments around the value of grouping our key resource management project within the Regional Policy Statement are noted. Currently we are trying to resolve final appeals on the Regional Policy Statement which will allow it to then become fully operative. While the Regional Policy Statement provides the overarching framework for managing the regional natural resources, not all activities can be directly translated into the document itself, although they are all consistent with the intent of the document.

Topic: Transport - public transport services

SummaryID 11714

Summary: The submitter supports the Wellington Public Transport Spine study, noting that light rail definitely makes common sense and is environmentally acceptable. The submitter also supports a review of the fare structure and wonders if smaller buses on the off-peak and along the windy hill suburbs would be more economical.

Response: Spine study - Jane

Thank you for supporting the review of fare structures. There are some smaller buses operating in the region in off peak times, but the cost of providing and maintaining two fleets of vehicles for peak and off peak use is not viable, despite the obvious merits of using small vehicles in the off peak.

Topic: Water - planning for future demand and supply

SummaryID 11716

Summary: The submitter states options should favour a cost effective means of increasing supply.

The submitter opposes fluoridation of the region's water supply.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Topic: Parks and Forests - parks network planning

SummaryID 11718

Summary: The submitter states that the budget for management strategies and rules setting should be tightened to free up money for maintaining the region's parks and forests.

Response: Strategies are important to guide decisions on activities in parks, and to ensure the most appropriate levels of service and activities are provided for in our park network. The network planning that is to occur in the 2011/12 year will establish the management regimes for Baring Head and Whitireia parks which are new to our parks network. The work will include engaging with park users and other interested people to understand their views on how the parks should be managed and what activities are appropriate. There will also be research undertaken to support the management decisions.

Topic: Finance - rates

SummaryID 11724

Summary: The submitter notes that the selected key changes appear to be of higher priority and therefore require careful budgeting to achieve the best outcome for ratepayers.

The submitter queries how the water supply levy is charged with respect to both regional and City Council rates.

The submitter supports the proposed rates but would prefer only a 4% increase.

Response: Thank you very much for your submission. With regard to the Water Levy, this is charged by Greater Wellington (GW) to the four local authorities that use GW as their water source. They are not charged directly by GW to the rate payers. The local authorities incorporate the GW Water Levy into their costs and oncharge these as part of the local authority rates.

GW has proposed a plan that it believes best balances the level of rate increases with the demand for essential services that improve the wellbeing of the citizens.

Topic: General comments

SummaryID 11719

Summary: The submitter supports the following areas:
- Flood protection
- Regional Sustainable Development
- Community, noting that in this area it is particularly important for the public to have its say and be listened to.

Response: We noted your support for our Flood protection, Regional Sustainable Development and Community activities.

Topic: General comments

SummaryID 11721

Summary: The submitter states that prioritisation is necessary for the projects in this area.

Response: Land Management

The development of the new Biodiversity Department provides an opportunity to review and prioritise all current GW biodiversity activities. Previously these services were delivered by a range of staff spread throughout the organisation. One of the first priorities of the new Department will be to develop a regional strategy that establishes a vision and set of objectives for the Council to implement.

Submitter: Mr Simon Shaw

Submission Number: 209

Organisation:

Topic: Transport - encouraging sustainable transport choices

SummaryID 11728

Summary: The submitter requests more emphasis on improving and expanding safe cycle ways.

Response: We have made provision in our regional transport plans for extensions to cycleways in the region, and to improve safety. The local city and district council, and the NZ Transport Agency, who are responsible for providing the infrastructure, implement our plans. They all have provision in their funding plans for this work.

If you are interested in seeing the detail of our regional plans the link to these is:
<http://www.gw.govt.nz/rfts/>

Topic: Water - conservation programmes

SummaryID 11726

Summary: The submitter requests more emphasis be put on water conservation efforts.

Response: Your request for more emphasis on water conservation is noted. Greater Wellington's water supply role is concerned primarily with meeting the demands of the four cities in the greater Wellington urban area. The implementation of many water demand-management options – such as leak repairs, pressure management and water metering – rests primarily with the area's four city councils. However, Greater Wellington does invest in education and social marketing initiatives annually to promote water efficiency and conservation, with particular emphasis on summer water use. These demand management methods are part of the 'Water conservation programmes' activity.

Greater Wellington and the four cities that it supplies are aware of savings associated with deferring major new water storage infrastructure, and will continue to invest in identifying and implementing practical and cost-effective conservation and efficiency methods that could help to defer that investment without increasing the risk of water shortages. Recent examples of new water demand-management initiatives are GW's investigation of the costs and benefits of domestic rainwater storage to reduce demands on the water supply system and Wellington City Council's development of its Water Efficiency and Conservation Plan.

Topic: Finance - rates

SummaryID 11730

Summary: The submitter queries if a 4.58% rates increase is the upper limit of what is acceptable in the current economic climate.

Response: Thank you for your submission. Greater Wellington has proposed a Plan that it believes best balances the desire for minimal rates increases and the demand for essential services that improve the wellbeing of citizens.

Topic: General comments

SummaryID 11729

Summary: The submitter generally supports the proposed key changes.

Response: We noted your general support for the proposed key changes from the 10-Year Plan 2009-19.

Submitter: Mrs Rachel Palmer

Submission Number: 210

Organisation:

Topic: Transport - public transport services

SummaryID 11735

Summary: The submitter requests that rail upgrades extend to Otaki and that the Lindale and Raumati Stations be built to streamline commuter services.

Response: Electrification of the rail service to Otaki is identified as a long term network enhancement project in the Regional Rail Plan at an estimated cost of \$30 million. It is unlikely that this project will be implemented for many years. However, Otaki residents can connect with the electrified rail network by travelling to Waikanae by bus.

In terms of Raumati and Lindale stations, Greater Wellington has made the following commitments:

- That the design of the double tracking and electrification between MacKays Crossing and Waikanae will not preclude the construction of a Raumati railway station
- That the Greater Wellington owned land at Raumati will be retained as a potential carpark and not be sold to developers for other activities
- That the future programme of work on the Kapiti line will be reviewed once the electrification and double tracking work is complete.

The review will be commenced once new Matangi trains start operating on the Kapiti line.

Topic: Parks and Forests - parks network planning

SummaryID 11736

Summary: The submitter queries if Greater Wellington can conduct land swaps of park-lands, noting that some private land seems more like conservation land and some conservation land might be better utilised otherwise.

Response: Under some circumstances the Council can buy, sell or exchange land to enhance the region's conservation estate.

Topic: Finance - rates

SummaryID 11738

Summary: The submitter queries if the Bovine TB rate is for regular check-ups against recurrence and if it applies to both domestic and wild animals.

The submitter also queries if GST is included in the total levy by Greater Wellington.

Response: Bovine Tb rate - this rate is part of the regional ratepayers share towards the eradication of Bovine Tb from the Wellington region. The Bovine Tb Management Strategy is run by the Animal Health Board but Greater Wellington collects the regional

share on their behalf. The money goes towards the control of pests (mainly possums) that can spread Tb to farmed animals. Bovine Tb is still present in the region, albeit at very low levels. Monitoring for Tb in farmed cattle and deer is undertaken regularly by AgriQuality NZ. The human form of Tb is still present in New Zealand with around 350-400 cases occurring annually. Human Tb is managed by the Ministry of Health.

Topic: General comments

SummaryID 11733

Summary: The submitter notes that each of the selected key projects could easily apply in the Kapiti Coast area as well (for example, safety and flood protection) and notes as well that there is no mention of storm water projects.

The submitter notes that safety and flood protection is a big issue all over the region and that other activity areas are important as well.

Response: We noted your comment that flood protection projects in the summary document could equally apply to Kapiti. The summary document is necessarily brief and only contains a limited selection of projects. We do undertake projects relating to flood protection across the region, focusing on areas of greatest need and highest priority.

Submitter: Mrs Janet MacDonald

Submission Number: 211

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11741

Summary: The submitter opposes the introduction of over-weight, over-dimension freight vehicles and prefers the use of rail freight instead.

Response: The government makes decisions on over-dimension vehicles and this is not a matter that the Greater Wellington can influence. Our Regional Freight Plan supports in principle the use of rail to transport freight where this is feasible. The Government's Rail Turnaround Plan also supports this approach.

Topic: Transport - public transport services

SummaryID 11743

Summary: The submitter is concerned that the proposed Regional Rail Package will be a growing cost percentage of regional rates. The submitter also states that reducing maintenance is not beneficial in the long run.

The submitter opposes the cancellation of the Waikanae to Paraparaumu bus service and request a review of the policy not to operate parallel public transport routes.

The submitter requests more integration between bus and rail timetables.

Response: We note your concerns about the cost of the Regional Rail Package and can assure you that we very aware of the implications and have taken them into account in our decisions. Overall we believe that the package is necessary and will deliver value for money to the region.

There is no intention to reduce maintenance - we agree that reduced maintenance would not be beneficial long term. The reference in the plan is simply that during to

the timing of the Matangi introduction, our current forecasts are different to this made 2 years ago.

We note your request to review our policy of not operating parallel public transport services. We do not intend to review this policy at this time, as it would potentially lead to more inefficient provision of services, something not desirable at any time and unaffordable at present with all of the pressures on funding.

Bus and rail services have been designed in an integrated manner, and connections should work. We acknowledge that there have been some problems and are constantly reviewing and adjusting timetables when necessary to ensure connections occur as planned. Increasing the reliability of the trains is a key priority and will help to eliminate problems.

Topic: Finance - rates

SummaryID 11746

Summary: The submitter believes Greater Wellington has made the best choices possible when setting the proposed rates.

Response: Thank you for your submission. Greater Wellington has proposed a Plan that it believes best balances the desire for minimal rates increases and the demand for essential services that improve the wellbeing of citizens.

Topic: General comments

SummaryID 11739

Summary: The submitter generally supports the key projects.

The submitter notes that delays to water supply and safety and flood protection work may have bad consequences due to changing weather patterns.

Response: We noted your general support for the proposed key projects and concerns about the impacts of changing weather patterns.

Submitter: J.D and L.J. Curtis

Submission Number: 212

Organisation:

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11751

Summary: The submitter requests the inclusion of a Wainuiomata Management Plan.

Response: The Hutt Valley Floodplain Management Subcommittee will be considering options for updating the Wainuiomata River Flood Hazard information at its meeting in June 2011. This will then be reported to full Council for a decision on the extent of the update required and making the appropriate funding available. In making this decision Council will have to consider its other Flood Protection priorities as well as wider Council funding priorities. Until such time as the extent of work and budgets are known it will be difficult for Council to make any specific funding provision. However, we can assure residents that Council takes its Flood Protection responsibilities very seriously. We currently have a substantial flood mitigation improvement programme in place and are continuing to support this programme even in these tight economic times.

Topic: Finance - rates

SummaryID 11749

Summary: The submitter states that Greater Wellington cannot justify rates increases given current economic hardships in the community.

Response: Thank you for your submission. Greater Wellington has proposed a Plan that it believes best balances the desire for minimal rates increases and the demand for essential services that improve the wellbeing of citizens.

Submitter: Ian McKeown

Submission Number: 213

Organisation:

Topic: Transport - public transport services

SummaryID 11758

Summary: The submitter opposes Greater Wellington ownership of the rail stations and rolling stock stating that that is not the purpose of Greater Wellington and a good rail provider should be found instead.

The submitter queries if any performance and accountability contract conditions as well as penalty clauses exist for the current rail provider.

The submitter states that the changes in timetables on the Waikanae route has caused more problems than it was worth and that train drivers should be kept to time.

The submitter doubts the effectiveness of new platform security guards and notes that a new culture for guards inside the trains is required.

Response: We note your opposition to Greater Wellington ownership of rail stations and rolling stock. You may not be aware that Greater Wellington already owns some rolling stock and a number of stations. While ownership itself is not a key purpose of Greater Wellington, the provision of rail services is and ownership does provide some significant advantages to the region, particularly when it is a key funding agency. We believe that ownership will give the residents of the region more control over the long term future of these assets, regardless of which company has the operating and maintenance contracts. Ownership will also enable Greater Wellington to introduce competition into the provision of rail services, providing greater incentives for the operator to perform and deliver value for money.

The current rail operating contract has a series of key performance targets, but very limited provision for penalties when the targets are not met. This is to a large extent due to the sole supplier nature of the contract negotiations, and something that can be overcome by the new arrangements as noted above.

We don't agree that the new Waikanae route has caused more problems than it was worth. The service has proved to be very popular, and we expect to see progress improvements to the reliability as new trains are introduced, older rolling stock refurbished, and network upgrades completed.

The new platform guards are a temporary measure. We agree that there is a need to improve the culture of the train staff, all of whom are currently being put through customer service training.

Submitter: Angela McLeod

Submission Number: 214

Organisation: Upper Hutt Rural Residents' Association Inc

Topic: Transport - encouraging sustainable transport choices

SummaryID 11764

Summary: The Upper Hutt Rural Residents Association would like to see an increased investment in sustainable transport options, noting that increasing use of personal transport is not sustainable, such as biofuel buses, rail, walking, and cycling with a corresponding increase in education programs to encourage their use.

Response: Our regional transport plans support the increased walking, cycling and use of public transport, especially during peak periods when our roads are congested. We are also encouraging people to share vehicles through our "Let's Carpool" programme. A significant amount of funding by both Greater Wellington and the Government is being invested in the region's rail network to improve the reliability and quality of the services. As more of the new Matangi come on stream this year we anticipate a significant growth in people choosing to catch the train rather than drive.

Greater Wellington and the Government have committed to continuing the rail infrastructure and service improvements through the Wellington Rail Package.

Topic: Transport - public transport services

SummaryID 11762

Summary: The Upper Hutt Rural Residents Association agrees that something needs to be done about the unreliable train service and understands the thought process behind the intended purchase of the rolling stock. The submitters request a guarantee that once the asset is purchased that it is not sold.

The submitters oppose any increase in rates and/or fares until the service is proven to be reliable.

The submitters would like to see options in the future for public transport catering for the rural population.

Response: Greater Wellington agrees that there is a need to improve the reliability of rail services, and the proposed investment will help deliver. Some of the upgrade work, such as the provision of a new line into Wellington station, has already delivered significant improvements. New Matangi trains are now running peak services and as more come into services the overall fleet performance will improve. On-going network maintenance and upgrades will also deliver significant improvements.

There is no intention of selling any rail assets.

While we understand the request that there are no increases in rates and fares until the service is proven to be reliable, increased reliability can only be achieved through increased investment, and this must be funded.

The needs of the rural population are taken into account when services are being reviewed, however because of the dispersed nature of the population and the low demand, it is more likely that rural residents will have to travel by other means to connect with public transport services. It's worth noting that rural residents receive substantial discounts on their transport rates, with rural properties contributing on 1% of the transport rate.

Topic: Water - planning for future demand and supply

SummaryID 11768

Summary: In order to build water supply resilience to cope with emergencies the Upper Hutt Rural Residents Association encourages Greater Wellington to:

- support all existing properties, through subsidies, to store water
- work with local councils to ensure that each new property has water storage included in resource consent

The submitters do not believe that building another lake in Upper Hutt and taking water from the river to feed it is sustainable.

Response: Your comments on rainwater tanks subsidies for existing home owners and building a storage lake are noted. The responsibility for a decision and any action on requiring water storage tanks for new properties rests with each territorial local authority. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes, however, for the purpose of coping with a drought situation private water storage is neither an economical or reliable substitute for bulk storage and delivery of potable water which is why options for additional storage capacity is being investigated.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11769

Summary: The Upper Hutt Rural Residents Association notes that rural landowners only have a month to repair flood damage before work requires a permit and resource consent.

The submitters request that:

- the Mangaroa River Flood Plan is repealed and re-worked including consultation with rural land owners and local weather record holders
- Greater Wellington increase take of river gravel in the mid to lower reaches of the Hutt River to increase available river bed for water flow.

Response: Greater Wellington is continuing to develop flood mitigation strategies for the Mangaroa River in consultation with residents and land owners in the valley. These options will include river management works and other options to minimise the impacts of floods. This work is likely to take another 12 to 18 months to complete.

The Council undertakes regular surveys of the Hutt River with the aim of extracting sufficient gravel so as to maintain optimum bed levels for flood flow and alignment purposes. The amount of gravel extracted in any one year does vary depending on a number of matters, including the commercial demand for gravel. With the current commercial demand, and our own construction programme, we believe we will be able to maintain bed levels for at least the next 10 years.

Topic: Land Management - pest management

SummaryID 11772

Summary: The Upper Hutt Rural Residents Association supports the use of 1080 in remote areas until an alternative can be found and requests an increase of plant pest control resources to support the removal of noxious weeds including:

- an increase in inspections and control
- penalties for landowners who do not remove pests and support for those that do.

Response: Greater Wellington (GW) is committed to mitigating the impacts of pest plants and animals in the region under the Regional Pest Management Strategy 2002-2022 (RPMS). GW utilises full range of pest control tools available according to industry best practices and based on a long history of using pesticides in the region. The pest plant control and enforcement activities are managed under the RPMS rules that were reviewed and adopted after an extensive consultation process in June 2009. Opportunities to amend the RPMS are available when each review occurs. However, amendments can be made to pest status if there is sufficient evidence to meet the minimum criteria outlined in the Biosecurity Act. We would recommend talking directly with GW Biosecurity staff about your concerns.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11773

Summary: The Upper Hutt Rural Residents Association requests that Greater Wellington support:
- the development of local jobs through the use of human resources to control possums and other Tb carriers
- support innovation in local businesses to develop and grow an industry that supports non-toxic control of pest animals.

Response: Greater Wellington has facilitated the introduction of new contractors in the region to support possum control. However, most of the regional possum control work is funded by the Animal Health Board. The Board requires a fully contestable approach for contractors to secure work. If there are Hutt residents who would be interested in this work then we recommend they contact the Board (04 472 2858) directly. Other pest control work undertaken by Greater Wellington is more specialised, focusing on removing a raft of pests to enhance biodiversity. This work is undertaken by a mix of Council staff and contractors. The amount of pest control using non-toxic methods has increased significantly in recent years. The use of trapping has risen but this labour intensive method is difficult to sustain where contestable contracts are used. Greater Wellington continues to support research into new control methods that seek to reduce risks to people, pets and farmed animals.

Topic: Finance

SummaryID 11774

Summary: The Upper Hutt Rural Residents Association requests a guarantee that all council controlled trading organisations and council controlled organisations are not privatized and sold in order for ratepayers retain ownership.

Response: Thank you for your submission. There are no current plans or reviews aimed at privatising Council Controlled Organisations.

Topic: Finance - rates

SummaryID 11776

Summary: The Upper Hutt Rural Residents Association requests that rural properties pay the same targeted rate for the Economic Development Agency as residential properties - \$14 per rating unit.

Response: Thank you very much for your submission. This matter was debated at length at the time of the introduction of the Economic Development Agency. All of the options considered had arguments for and against them. In the end, the chosen option was seen as the best mix of pragmatism and economic rationality.

Submitter: Elizabeth McGruddy

Submission Number: 215

Organisation: Federated Farmer of New Zealand

Topic: Resource Management - resource consent service

SummaryID 11783

Summary: Federated Farmers notes and commends the development of more consistent, streamlined approaches to processing resource consent services, and recommends that landowners (along with consultants) be given the opportunity to attend the intended workshops (and would be pleased to assist council in promoting these opportunities to members).

Response: Thank you for your support of our ongoing attempts to make the resource consent process as streamlined as efficient as possible. Your constructive input into this process is greatly appreciated. Our series of annual workshops have always been extremely useful and we will certainly take you up on your offer of assistance in promoting these workshops with you members when they have been arranged.

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11782

Summary: Federated Farmers supports the Wairarapa Water Use Project feasibility study, noting that this project has the potential to deliver significant long-term benefits for the regional economy and environment.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year. Greater Wellington will continue to engage directly with Federated Farmers on this project.

Topic: Parks and Forests - parks network planning

SummaryID 11784

Summary: Federated Farmers recommends consideration be given to re-aligning and integrating strategic partnerships and strategic work programmes in and around Wairarapa Moana during strategic management planning with partners and local landowners, noting that the first activity is located in "parks and forests", the second activity is located in "compliance and enforcement".

Response: Greater Wellington is aiming to co-ordinate the development of an integrated framework for Wairarapa Moana to ensure that the actions of various partners are aligned and to identify any outstanding information and research gaps.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11786

Summary: Federated Farmers notes and supports Greater Wellington's ongoing commitment to floodplain management in consultation with Scheme Advisory Committees.

Response: Thank you for your support of our current approach to floodplain management planning. We appreciate the invaluable input of your members as part of the Scheme Advisory Committees and the wider consultation Council undertakes.

Topic: Land Management - pest management

SummaryID 11787

Summary: Federated Farmers notes that discussions are underway with the Animal Health Board concerning delivery of vector management services and emphasises the ongoing importance of the Bovine TB programme in the region.

Response: Greater Wellington are committed to supporting the Animal Health Board Bovine TB control programme in the region by contributing the regional share in 2011/12. However, GW will be considering whether a different funding mechanism is required. This recognises that the proposed new strategy will have significant implications for how and where the programme is implemented in the region.

Topic: Finance - rates

SummaryID 11781

Summary: Federated Farmers acknowledges and supports keeping rates increases for "business-as-usual" activities to 1.98%, commends distinguishing rural and urban ratepayers with respect of targeted rates and recommends:

- a similar breakdown for the General rate
- a table of comparative examples of rates on individual properties (including farming properties) in the Funding Impact Statement.

Federated Farmers expresses concern that the Economic Development Agency targeted rate currently charges rural properties \$28, double the rate of urban properties, and looks forward to participating in the review of targeted rates.

Federated Farmers emphasises its interest to increase use of Uniform Annual General Charges through the Long Term Plan process for those activities where the benefits accrue to the person, rather than to the property.

Response: Thank you very much for your submission. Greater Wellington faces a challenge each year in determining how much information to include in planning our reporting documents. Clearly the aim is to be as transparent as possible, while not overwhelming the reader with volumes of detail. The financial detail provided is already fairly detailed. Greater Wellington will however, consider this proposal.

The Economic Development Agency levels have been the subject of much debate. A number of possibilities were considered at the time of setting the levels, all that had arguments for and against. In the end the rates, as set, were considered a pragmatic approach to the allocation.

The Finance and Revenue Policy will be up for review during the Long Term Plan process. This will provide the opportunity for providing further input to this debate.

Submitter: Robin Fordham

Submission Number: 216

Organisation: Friends of Queen Elizabeth Park

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11790

Summary: Friends of Queen Elizabeth Regional Park urge Greater Wellington to revise the 2011/12 budget for Ranger services upwards to similar levels in the 2010/11 Annual Plan which will allow Queen Elizabeth Park Ranging staff - helped by the Friends - to continue with valuable restoration of nationally and regionally significant forest, dune, and wetland systems.

The submitters disagree with considering Parks and Biodiversity funding as a single total as it confuses the separate functions of the two departments.

Response: There hasn't been a decrease in the funding for the Ranger service across the Parks network. However, the recent additions to the network at Baring Head and Whitireia Park do mean that there will be a reduction in the amount of time that ranger staff will be available to undertake ranger services across the network of Parks. With this being the case, Council recently reviewed how it can best deliver services to its community groups and visitors and is about to review its volunteers programme. Both these reviews are intended to ensure that the Council can continue to deliver a high level of service with the existing resources that it has. The outcome of those reviews will be implemented in 2011/12.

Regarding your comments about separating out the costs relating to Parks and Biodiversity, Greater Wellington, in its Annual Plan, tries to show the Regional community how much it costs to undertake the activities that the Council provides, rather than the Department or Group that delivers it internally. With that, Greater Wellington combines all activities that are undertaken to do with the management of its Regional Parks network, whether they be to provide services to visitors, protect the region's biodiversity, landscape or heritage, or to undertake long term strategic Park planning.

Submitter: Christina Bellis

Submission Number: 217

Organisation:

Topic: Transport - public transport services

SummaryID 11792

Summary: The submitter encourages higher subsidies to enable affordable public transport noting that reduced fares will re-coup costs through higher usage.

The submitter requests more frequent rail timetables as currently there are very limited options for train travel making it a less attractive option for commuters.

The submitter highly encourages trialing bicycles on buses and for more accommodation for bicycles on trains, noting that one carriage allocated for bicycles would be ideal.

Response: We note your comments about fare levels and patronage. Unfortunately lower fares do not always re-coup higher costs through increased patronage. Our current policy is that users meet 45-50% of the overall costs of providing the services, and this policy will be reviewed over the coming 12 months as we develop a new long term plan.

The current frequency of services matches the level of rolling stock available, access to the network (i.e. running slots), and affordability.

Greater Wellington will be considering the carriage of cycles on buses, and has recently adopted a new policy for the carriage of cycles on trains (which can be found at <http://www.metlink.org.nz/cycles-on-trains-policy-1-april-2011/>). Allocating a carriage for the carriage of cycles is simply not possible now with the shortage of rolling stock, and unaffordable in the long term.

Topic: Water - planning for future demand and supply

SummaryID 11794

Summary: The submitter encourages investigating options for increasing water supply through education and subsidies for rain water tanks in urban areas, noting that this will increase resilience in emergency situations and droughts.

Response: Your comments on rainwater tanks are noted. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes, however, for the purpose of coping with a drought situation private water storage is neither an economical or reliable substitute for bulk storage and delivery of potable water which is why options for additional storage capacity is being investigated.

Topic: Non-Greater Wellington Topics

SummaryID 11793

Summary: The submitter requests that active transport infrastructure be represented in the 70% of expenditure proposed in 2011/12.

Response: We noted your comments regarding active transport infrastructure. Greater Wellington does have a sustainable transport programme, which includes promotion of active transport. This is funded from a combination of rates and NZTA subsidy. The responsibility for active transport infrastructure, however, sits with the city and district councils.

Submitter: Tony Hurst

Submission Number: 219

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11802

Summary: The submitter supports moves towards light rail.

Response: Support of light rail is noted. We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. Any decision on having a light rail system in Wellington will depend on the outcome of the study.

The study is due to be completed in 18 months.

Topic: Transport - public transport services

SummaryID 11804

Summary: The submitter supports the proposed Regional Rail Package and request development of a real time information system for the rail network and integrated ticketing.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Real time information is being rolled out across the bus fleets in the region, and will then be extended to the rail network next calendar year. We are planning to introduce electronic integrated ticketing in the future, hopefully through linking into the national ticketing system currently under development and being rolled out in Auckland.

Topic: Finance - rates

SummaryID 11807

Summary: The submitter supports the proposed rates but hopes there will not be continuing increases.

Response: Thank you for your submission. Greater Wellington has proposed a Plan that it believes best balances the desire for minimal rates increases and the demand for essential services that improve the wellbeing of citizens.

Submitter: Pete Matcham

Submission Number: 220

Organisation: Normandale Residents Association

Topic: Resource Management - planning

SummaryID 11810

Summary: The Normandale Residents Association considers the development of a regional plan for water allocation and land use essential and states that the plan should incorporate information on endemic species, habitats and ecosystems in accordance with the proposed National Policy Statement on Indigenous Biodiversity. The submitters are concerned with the apparent divorcing of 'Land management' and 'Biodiversity' as shown in the draft and recommend a whole of catchment approach should be adopted for resource management.

The Normandale Residents Association particularly applaud any move to a water allocation policy that gives primacy to the maintenance of long term water quality and supply.

Response: Thank you for your support for the regional plan review process. Through the work of Te Upoko Taiao - Natural Resource Plan Committee we are committed to developing an integrated resource management plan that will address water quality and land use issues, as well as key issues such as water allocation and air quality. This is a complex task and will involve the community and key stakeholders and resource users to develop a robust and sustainable policy framework for the management of our natural resources. Your comments around the need to incorporate the outcomes of the proposed National Policy Statement on Biodiversity are noted. One enacted, Grater Wellington will in fact be legislatively bound to ensure that both the Regional Policy Statement an Regional Plan enact the intent of this National Policy Statement.

Topic: Transport - public transport services

SummaryID 11816

Summary: The Normandale Residents Association feels that the introduction of the new rolling stock has been mismanaged, with unrealistic expectations set to the detriment of the ultimate outcome and expresses particular concern with the replacement of peak hour services on the Melling line with buses.

The Normandale Residents Association believes the park and ride capacity at Petone station is inadequate.

The Normandale Residents Association considers that the integration of bus and train ticketing is long overdue and requests that introduction of this enabling technology should be a requirement of all public transport contracts within the region.

Response: We note your concerns about the introduction of the new Matangi fleet, but do not agree that this has been mismanaged. New Matangi trains are now running peak services on the Hutt line providing improved reliability and comfort to passengers. The replacements of trains on the Melling line is a short term measure only and will be phased out as soon as possible.

On-going demand for park and ride parking at stations is high across the region, and we are constantly looking at opportunities to provide more parking in line with available budgets, while also encouraging commuters to make alternative travel choices to the stations, such as taking a connecting bus, walking or cycling. Some potential opportunities to expand parking at Petone are under investigation and will be

considered together with other opportunist across the network.

We are planning to introduce electronic integrated ticketing in the future, hopefully through linking into the national ticketing system currently under development and being rolled out in Auckland.

Topic: Water - planning for future demand and supply

SummaryID 11817

Summary: The Normandale Residents Association is concerned that no mention is made of demand management methods, recognising that Greater Wellington is only concerned with bulk water supply.

Response: As you point out Greater Wellington is a bulk supplier that has only four customers, the city councils of Upper Hutt, Lower Hutt, Porirua and Wellington, and as such does not have a great deal of scope to directly implement demand management methods in the community. Greater Wellington does, however, carry out an annual water conservation programme with the objective of reducing water consumption.

Each year that a new dam or storage lake can be deferred potentially saves the community millions of dollars in debt servicing costs and Greater Wellington prefers to leave this for as long as is practicable. Our customers understand this and Greater Wellington support any policies that promote the conservation of water.

Topic: Parks and Forests - parks network planning

SummaryID 11821

Summary: The Normandale Residents Association applauds the acquisition of Baring Head and Whitireia Park, but are concerned to note that there has been no commensurate increase in the budget for parks.

The Normandale Residents Association requests that the budget for parks be increased to reflect the increased area Greater Wellington is responsible for and to set in place a specific policy to increase the budget in a way that will improve and sustain park infrastructure (particularly those that also host farming activities) with a view to transition their primary aim from production to landscape management.

Response: Strictly speaking Greater Wellington has not acquired Whitireia Park - we have agreed to manage the park on DoC's behalf, and in partnership with Ngati Toa.

Until decisions are made on how the parks will be managed we can continue to manage the parks network within the current budgets. This will be reviewed through next year's Long Term Plan process. Any decisions to change budgets will be informed by the planning work we are proposing to do in the Proposed Annual Plan.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11812

Summary: The Normandale Residents Association opposes, in general, canalisation of rivers and recommends that wider flood plains and wetland as buffering should be the preferred methodology.

The Normandale Residents Association also applauds the commitment to work with Lower Hutt City Council to develop and integrate the floodplain between the stop banks with the development of the CBD.

Response: We note your comments about the channalisation of the Hutt River, generally as a result of historical development immediately adjacent to the river. We will be working with Hutt City Council and the resident of the Hutt Valley on the development of the proposed City Centre works and will ensure that the options of wider flood plains and wetlands you are suggesting are properly considered as part of the works.

Submitter: Margot Fry & Ian Turner

Submission Number: 221

Organisation:

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11777

Summary: The submitter has serious concerns about the accuracy of current hazard maps for the Wainuiomata river. The submitter seeks the following additional floodplain management planning activities:

- a key project "Revise the Wainuiomata River Flood Hazard Assessment"
- a short-term target by 30 June 2012 " The Wainuiomata River Flood Hazard Assessment will be revised to the satisfaction of Council and revised hazard maps will be provided to Hutt City Council for incorporating into a revised LIM report for each affected property".

The submitter seeks a budget sufficient to enable the Wainuiomata River Flood Hazard Assessment to be revised according to best practice standards for floodplain management planning in the region.

Response: The Hutt Valley Floodplain Management Subcommittee will be considering options for updating the Wainuiomata River Flood Hazard information at its meeting in June 2011. This will then be reported to full Council for a decision on the extent of the update required and making the appropriate funding available. In making this decision Council will have to consider its other Flood Protection priorities as well as wider Council funding priorities. Until such time as the extent of work and budgets are known it will be difficult for Council to make any specific funding provision. However, we can assure residents that Council takes its Flood Protection responsibilities very seriously. We currently have a substantial flood mitigation improvement programme in place and are continuing to support this programme even in these tight economic times.

Submitter: Pete Matcham

Submission Number: 222

Organisation: Friends of Belmont Regional Park

Topic: Resource Management - planning

SummaryID 11778

Summary: The submitter applauds the intent to develop a regional plan for water allocation and land use. The submitter believes that such a plan should incorporate information on endemic species, habitats and ecosystems in accordance with the proposed National Policy Statement on Indigenous Biodiversity. The submitter particularly applauds any move to a water allocation policy that gives primacy to the maintenance of long term water quality and supply.

Response: Thank you for your support for the regional plan review process. Through the work of Te Upoko Taiao - Natural Resource Plan Committee we are committed to developing an integrated resource management plan that will address water quality and land use issues, as well as key issues such as water allocation and air quality. This is a complex task and will involve the community and key stakeholders and resource users to develop a robust and sustainable policy framework for the management of our natural resources. Your comments around the need to incorporate the outcomes of the proposed National Policy Statement on Biodiversity are noted. One enacted, Greater Wellington will in fact be legislatively bound to ensure that both the Regional Policy Statement and Regional Plan enact the intent of this National Policy Statement.

Topic: Transport - public transport services

SummaryID 11780

Summary: The submitter supports the Transport key projects. The submitter considers that the introduction of integrated 'whole journey' ticketing is long overdue and note that the required technology is well established in New Zealand as elsewhere. The submitter requests that introduction of this enabling technology should be a requirement of all public transport contracts in the region.

Response: Thank you for your support of the key public transport projects.

We are planning to introduce electronic integrated ticketing in the future, hopefully through linking into the national ticketing system currently under development and being rolled out in Auckland.

Topic: Water - conservation programmes

SummaryID 11788

Summary: The submitter recognises that Greater Wellington is concerned with bulk water supply only, but they are concerned to note that no mention is made of demand management methods.

Response: Your submission correctly notes Greater Wellington's role as concerned with bulk water supply. The implementation of many water demand-management options – such as leak repairs, pressure management and water metering – rests primarily with the four city councils within metropolitan Wellington. However, Greater Wellington does invest in education and social marketing initiatives annually to promote water efficiency and conservation. These demand management methods are part of the 'Water conservation programmes' activity.

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11791

Summary: The submitter applauds Greater Wellington for extending the regional park network with the acquisition of Baring Head and Whitireia park. However, the submitter is concerned to note that there has been no commensurate increase in the budget for parks.
The submitter believes that for Greater Wellington to continue to be a good custodian of parks and avoid the pitfalls of deferring maintenance the budget should be increased to reflect the increased area. The submitter also believes a specific policy to increase the budget in a way that will allow improving the parks; particularly those that also host farming activities; with a view to transitioning their primary aim from production to landscape management.
The submitter believes the financial information for parks should include a monetarisation (using established economic techniques) of the real value of the parks to the community.

Response: Greater Wellington is currently evaluating the condition of its assets across the regional parks network and the budget implications for their maintenance. While there are no short-term problems that cannot be remedied within current budgets, Greater Wellington's long-term options will be considered as part of developing the Long Term Plan 2012-22. This process will include considering recommendations in the Sustainable Land Use plans being developed for parks that include farmland.

Greater Wellington agrees that a range of measures is required to assess the value of our parks and the service we are providing to the community. A series of proposed measures, and our performance against them, will also be discussed as part of developing the Long Term Plan.

Topic: Parks and Forests - marketing and community relations

SummaryID 11789

Summary: The submitter is particularly pleased to note the commitment to work more effectively with Friends groups in planning strategic directions and management activities within Regional Parks.
The submitter is concerned at the ambiguity of the target that sets a 5% increase in volunteer hours. The submitter believes the target is too ambiguous and Greater Wellington does not have enough control over it. The submitter suggests "5% increase in the hours planning staff have engaged directly with Friends Groups" as an alternative.

Response: The target is intended to indicate the number of volunteer hours spent carrying out on-park activities. This is only an indication, as we appreciate many volunteers dedicate hours to 'off-park' work on behalf of the parks. However, Greater Wellington wants to encourage a range of people - including member of Friends Groups, schools and corporate groups - to contribute to parks and learn more about them.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11779

Summary: The submitter recognises the imperative for flood protection of core infrastructure, but believes that canalisation of rivers has an unenviable record of failure as a long term measure, and that wider flood plains and wetland as buffering should be the preferred methodology.

Response: We have recently strengthened our policies in the Regional Policy Statement so as to

ensure new development avoids flood risk areas. This policy should enable us to maintain better buffers around our rivers and streams. When we undertake floodplain management plans for our rivers we also include the development of environmental strategies which provide for wetland areas and native planting, where appropriate. We believe both of these initiatives will assist in achieving the objectives you are seeking in your submission.

Topic: Land Management - biodiversity

SummaryID 11785

Summary: The submitter is concerned about the establishment of a separate 'Biodiversity department'. We consider this to be inimical to both the 'catchment' approach and the ability of the council to develop and implement a viable regional policy for sustainability. The submitter comments that if this separation of land management and resource planning is not intended they apologise but strongly suggest that this is made clear.

Response: One of the reasons for establishing a dedicated Biodiversity Department within the Catchment Management Group was to give biodiversity a "stronger voice" within the organisation. This will ensure that in matters of policy, particularly relating to integrated catchment management, there will be specific biodiversity input.

Submitter: Kate Hunter

Submission Number: 223

Organisation:

Topic: Resource Management - planning

SummaryID 11796

Summary: The submitter believes it is essential that there are requirements to keep stock out of rivers, this does not seem to be the case currently.

Response: Your concern around stock access to rivers is noted. The issue of stock access to watercourses is a complex national issue, that requires a mix of education, behaviour change and where appropriate regulation. To that end we have been working very hard with Fonterra, Dairy NZ and Federated Farmers in the Wellington Region to finalise the stock access guidelines for the region which will outline an expectation from Greater Wellington and the industry groups representing farmers as to what is acceptable grazing practice.

Greater Wellington is also developing a new regional plan which is used to manage and protect natural resources. The issue of stock access to rivers, and how this is dealt with, will be a major conversation we will be having with the rural community, Federated Farmers, Fonterra and others as a part of this plan development. This is a complex discussion, and may take some time to work through, but the Plan development process is the most appropriate way to get a long term and lasting solution to this issue.

Topic: Transport - public transport services

SummaryID 11798

Summary: The submitter wants Greater Wellington to find a better solution for bikes on the Matangi trains. The submitter is astonished the situation has arisen where we have trains that cannot accommodate bikes. The current policy does not work for the

submit who rides into the city from Silverstream in the mornings and take a train home with my bike after 4.30. A folding bike will not solve the problem for the submitter.

Response: We note your comments about the carriage of cycles on trains. As you seem to be aware, a new policy has just been adopted which does attempt to be as cycle friendly as possible. Most metro rail services around the world have some restrictions on the carriage of cycles in peak times. Our new policy provides some peak services when cycles can be carried, and represents a balance between the demands of cyclists and those of other users.

Topic: Water - planning for future demand and supply

SummaryID 11797

Summary: The submitter requests that Greater Wellington and the Mayors' Forum develop an agreement for the introduction of water meters. The submitter believes that metering is essential to reducing consumption as has been demonstrated in other cities (in New Zealand & Australia) and Greater Wellington should take the lead on this.

Response: Your request that Greater Wellington and the Mayors' Forum develop an agreement on water meters is noted. Greater Wellington is committed to support policies that promote the conservation of water and agrees that the introduction of water meters has been shown to deliver very significant reduction in demand. Greater Wellington is working together with the Territorial Authorities on a Regional Water Strategy that will take an integrated approach to the management of water in the region. There is an expectation that this will result in acceptance of various demand reduction initiatives.

Topic: Land Management - pest management

SummaryID 11795

Summary: The submitter believes owners of land bordering Greater Wellington parks and reserves should be required to control goats on their properties. The submitter believes goats are highly destructive and keep reinvading areas that Greater Wellington controls as well as the submitter's own land under QEII covenant.

Response: Greater Wellington (GW) is committed to mitigate impacts of pest animals in the region, including feral goats, under the Regional Pest Management Strategy (RPMS). Under the RPMS rules GW undertakes direct control (at no cost to the landowner) of feral goats in the Key Native Ecosystems and Territorial Local Authority (TLA) Reserves with the permission from the landowner. GW is working with the public, TLAs and government departments to streamline feral goat control in the region.

Submitter: Phaedra Upton

Submission Number: 224

Organisation: Cycle Aware Wellington

Topic: Transport - regional transport network planning

SummaryID 11801

Summary: The submitter urges Greater Wellington to support moving forward the investigation phase for the off-road pedestrian/cycle facility on SH2 to 2011/12 (from the 2012/13 financial year). The present situation is unacceptable.
The submitter would also like to see progress on the round Porirua Harbour walkway/cycleway, Porirua to Wellington walking and cycling routes and a regional cycling route through the Hutt Valley.

Response: The Porirua Harbour path is included in the draft 'Porirua City Transportation Strategy' which is currently out for consultation. We will be supporting that initiative.
<http://www.pcc.govt.nz/News---Events/Public-Consultation/Porirua-Transportation-Strategy-Development>

Porirua to Wellington is a part of the 'Regional Strategic Cycling Network' and we will generally support projects which make walking and cycling that route more convenient, safe and pleasant to use. Wellington City Council has recently had funding approved for the Porirua Stream Pathway, which will provide a high quality off-road path through Tawa.

The Hutt Valley (between Upper Hutt and Petone) is also part of the Regional Strategic Cycling Network. We will continue to work with local councils to upgrade the Hutt River Trail. We also support the development of the Great Harbour Way, which would provide a high quality off-road path between Petone and Wellington. This is included in the 'Draft Hutt Corridor Plan' currently out for consultation. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Topic: Transport - encouraging sustainable transport choices

SummaryID 11799

Summary: The submitter would like the plan to include clear provision for implementing the walking and cycling plans.
The submitter supports existing programmes encouraging sustainable transport choices, such as school travel plans, the regional Cycling and Walking Journey Planner.
The submitter suggests that the budget for these school travel plans and walking and cycling initiatives be increased not decreased.
The submitter suggests improving infrastructure for cycling and other transport options is by far the most effective means to promote cycling.

Response: Funding for the School Travel Plan Programme and other sustainable transport promotion projects are not being cut. In fact, the 2011-12 target number of schools did not change from the 10 year 2009-19 LTCCP but rather the budget reflects efficiencies gained in the programme over time through partnerships with local councils for delivery to schools in the region.

Implementing our walking and cycling plans is the responsibility of local Councils, not Greater Wellington. Our role is to provide tools like the Walking and Cycling Journey Planner. We actively work with these other councils to ensure our plans are being implemented.

Topic: Transport - public transport services

SummaryID 11800

Summary: The submitter requests that a trial of bike racks on buses on a number of bus routes be included in the 2011/12 Annual Plan. Possible routes for the trial include to the Makara Peak mountain bike park, Brooklyn Hill and Khandallah. Following the trial the submitter requests a staged introduction on more routes in the 2012/13 Annual Plan. The submitter appreciates the efforts Greater Wellington has made to maximise carriage of bikes on trains, and folding bikes on buses. The submitter would like to see attractive and secure bike parking at rail stations, such as cages or lockers.

Response: Greater Wellington will be considering the carriage of cycles on buses in June this year, and the outcome will determine any future actions and whether any trials be undertaken. Thank you for your support of our efforts to maximise the carriage of cycles on trains and folding bikes on buses. We are progressively improving cycle storage at rail stations in line with available budgets.

Submitter: Jaden Ratahi

Submission Number: 225

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11803

Summary: The submitter objects to fluoride in any form being added to the public water supply.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Isaiah Ratahi

Submission Number: 226

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11805

Summary: The submitter objects to fluoride in any form being added to the public water supply.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

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* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Tre Ratahi

Submission Number: 227

Organisation:

Topic: Water - collection, treatment and delivery

SummaryID 11806

Summary: The submitter objects to fluoride in any form being added to the public water supply.

Response: All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand.

In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Submitter: Rick Mooney

Submission Number: 228

Organisation: Western Community Committee

Topic: Transport - regional transport network planning

SummaryID 11809

Summary: The submitter would like a separate lane or extra width for cyclists from Petone to Ngauranga.
The submitter would like pedestrian access restored between Kororo and Petone over SH2.
The submitter supports carpooling.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. The timing of this work will be confirmed through that process.

The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Your support for carpooling is appreciated. Our Let's Carpool programme has exceeded our expectations to date.

Topic: Transport - public transport services

SummaryID 11808

Summary: The submitter is unhappy about the current level of service on the Melling Line. The submitter requests that Greater Wellington talk with NZTA about the purchase of the bowling building land to provide further parking at Petone and Melling as there is insufficient capacity. The submitter would like to know when integrated ticketing will be introduced. The submitter supports in principle a rail link to the airport. The submitter wants to encourage the accessibility of bike storage on trains. The submitter suggest the following additional bus routes - Waterloo to Harbourview and Tirohanga, Belmont to Meadowbank, Haywards Hill to Whitirea. The submitter suggests delivery by mini-buses continuously rotating the routes.

Response: We note your concerns about the current level of service on the Melling line, but can assure you that the measures currently in place are temporary and normal services will soon be restored.

We are currently investigating a number of options for increased parking at rail stations around the region, including Petone. However, our budget is limited. We also encourage commuters to consider other ways of accessing the stations, such as connecting bus services, walking and cycling.

A number of integrated tickets are already available on our network. We are planning to introduce electronic integrated ticketing in the future, hopefully through linking into the national ticketing system currently under development and being rolled out in Auckland. Realistically introduction in Wellington is still several years away.

We note your comments about the accessibility of cycle storage on trains. We have recently adopted a new policy on the carriage of cycles on trains which can be found at <http://www.metlink.org.nz/cycles-on-trains-policy-1-april-2011/>.

We note your request for additional bus routes in the Hutt Valley. Bus services in the Hutt are due to be reviewed in 2012 - 2014. There will be ample opportunities for public input at that time.

Topic: Water - collection, treatment and delivery

SummaryID 11820

Summary: The submitter believes more supervision of water contamination is required (for example algae bloom) and to reduce water take at this time. The quality of the water and the mauri of the Hutt River should be preserved.

Response: Regarding your comments on the water quality of the Hutt River, it is monitored at the Kaitoke intake continuously by on-line instruments for turbidity and organic content, and periodically, by laboratory analysis of grab samples, for bacteriological and algal content. If the quality of the river water deteriorates beyond acceptable limits the source of supply to the Te Marua treatment plant is switched from the river to the off river storage in the Stuart Macaskill lakes. Any discharge from the treatment plant back into the river is governed by resource consent, the conditions and purpose of which is to preserve the quality of the river.

Topic: Water - conservation programmes

SummaryID 11814

Tuesday, 10 May 2011

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Summary: The submitter believes Greater Wellington should encourage water conservation to complement current initiatives which are showing good results.

Response: Your submission reflects the encouraging trend of reducing water use within the greater Wellington urban area (both total and per capita) in recent years. Greater Wellington's water conservation and efficiency initiatives currently include education and social marketing programmes, with particular emphasis on summer water use. Greater Wellington and the four cities that it supplies are aware of savings associated with deferring major new water storage infrastructure, and will continue to look for practical and cost-effective water conservation and efficiency methods that would help to defer that investment without increasing the risk of water shortages. Recent examples of new water demand-management initiatives are GW's investigation of the costs and benefits of domestic rainwater storage and Wellington City Council's Water Efficiency and Conservation Plan.

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11811

Summary: The submitter would believe the value of parks will increase with increased urbanisation. The majority of the submitter's organisation support in principle the increase in parks. The submitter would like to see a detailed long term expenditure plan developed for parks to address the increase in parks and limited budget.

Response: The Council does have more detailed plans of its expenditure for its parks which are not detailed in the Annual Plan. These plans are available upon request.

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11813

Summary: The submitter fully supports all flood protection, and would like the timing of the Boulcott to Ewing section of Hutt River accelerated. The submitter believes Greater Wellington should consider relinquishing control of commercial property on Wellington waterfront in order to fund an accelerated flood protection programme.

Response: Council is proposing to commence construction of the Boulcott Stopbank works in October 2011. Once these works are underway we will then be turning to the design of the City Centre reach and the river works. We are mindful of the need to complete these works as soon as possible but also that the community needs time to consider the works in detail so as to ensure they are adequately consulted on. We believe the current programme best meets both of these needs.

Topic: Safety and Flood Protection - environmental enhancement of river corridors

SummaryID 11818

Summary: The submitter supports river trails being completed in Belmont and Manor Park and being connected to other trails. The submitter believes consideration needs to be given to linking Manor Park with Stokes Valley.

Response: Greater Wellington is working towards implementing the outcomes of the Hutt River Floodplain Management Plan at a rate that is considered affordable by the community.

The work undertaken on the planning for the Boulcott Stopbank has shown that the community needs time to consider the impacts of such infrastructure improvements. We believe the timing we have allowed for the next major project, the City Centre

Reach, is the right balance between funding, risk and the ability of the community to have input.

Topic: Land Management - biodiversity

SummaryID 11819

Summary: The submitter encourages Greater Wellington to work with communities to identify and record flora and fauna - for example on a website for posting text and photographs.

Response: The submitter's suggestions for the proposed Regional Biodiversity Strategy are noted.

Topic: General comments

SummaryID 11815

Summary: The submitter support Greater Wellington developing indicators to measure the region's wellbeing.
The submitter believes the targets are too process focused and not outcome focussed enough.
The submitter looks forward to being consulted over the representation review.

Response: We noted your support for the Genuine Progress Index. As part of the development of the Long Term Plan 2012-22 we will be reviewing our indicators and performance targets to ensure they appropriately focus on outcomes and meaningful measures.

Submitter: Tim Jones

Submission Number: 229

Organisation:

Topic: Regional Sustainable Development - regional resilience

SummaryID 11824

Summary: The submitter would like the Greater Wellington to establish a Energy Security Panel as a high-level group within the council's administration.
This panel would:-
- carry out an overview of the threats and weaknesses of the existing energy supply situation
- develop and recommend further policy and practical steps as may be required day by day to ensure an adequate level of security of energy supply to the region.
The submitter believes the panel is necessary because New Zealand's oil supply chain is very vulnerable.

Response: We have previously considered the need for an energy strategy for the region and this has not been considered a high priority for the council to date. However, we may undertake further work on the security of our energy supply during the year. Your suggestion for a Energy Security Panel will be considered if we embark on further work.

Submitter: Michael Taylor

Submission Number: 230

Organisation:

Topic: Resource Management - planning

SummaryID 11843

Summary: The submitter supports activities to protect the natural environment. The submitter feels the timing of the development of the regional plan is unfortunate and questions the composition of the Natural Resource Management Committee. The submitter wants the changes to lead to better control and protection and is keen for close involvement with Enviroschools and continuation of Take Care and Take Action.

Response: Your support for the review of our Regional Plan is noted, as are your reservations around the make up and composition of Te Upoko Taiao - Natural Resource Plan Committee. Greater Wellington believes that this Committee is an entirely appropriate model on which to develop a new regional plan and is one that will deliver a strong and comprehensive outcome for the sustainable management of the regions natural resources. Greater Wellington is statutorily required to review out regional plans every ten years, and as such as no control over the timing as to when this review process takes place, although we believe that given the changes occurring at the national level around resource management issues, the timing of this process is in fact quite good. Your enthusiasm for the continuation of the Take Care and Take Actions programme, and associated linkages with the Enviroschools programme, is noted.

Topic: Resource Management - compliance and enforcement

SummaryID 11838

Summary: The submitter believes the explanation for the reduction budget is obscure, and possibly deliberately so. The submitter opposes any reduction in pollution prevention and control. The submitter believes the targets should include some measures of violations found, as the intention is to eliminate violations. The submitter believes without such figures it is not possible to judge whether Greater Wellington is doing enough monitoring inspections. The submitter supports the target of 100% enforcement action taken is success as long as penalties will be imposed in all but the most trivial cases and prosecution will occur in all cases of significant damage to the environment. The submitter believes it should be made clear in the plan that target response times are the maximum and should report on maximum response times as well as average response time.

Response: Despite the reduction in the budget associated with pollution prevention and control, Greater Wellington has no intention of reducing our activities in this area. The change to budget simply reflects the actual costs that have been accrued in this area of our work over a period of years, rather than any reduction in service, or our investigation and enforcement action. In fact, our level of enforcement has increased over the years as we continue to take firm, but fair, decisions and actions in areas where we find people acting illegally. Your comments noting that the reasons for this reduction are not clear in the Plan are acknowledged however, and we will look to provide additional clarity around this issue in the Plan when it is approved.

Topic: Resource Management - environmental education and community engagement

SummaryID 11839

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Summary: The submitter believes that without more detail on the eMission programmes, such as results so far, it is impossible to be able to present a reasoned response to this proposal.

Response: The eMission programme has been discontinued primarily due to the difficulties associated with getting a sufficient number of business committed to participating in the programme. Funding associated with this activity has been reallocated to other priorities within the Environment programme, notably in the resource management planning area where additional capacity is required to assist with the development of the regional plan and the associated work programme.

Topic: Transport - regional transport network planning

SummaryID 11840

Summary: The submitter very strongly supports the addition of the Wellington Public Transport Spine Study. The submitter suggests that the study deadline should be before the end of the calendar year 2012 or it will drag on and on.

Response: Support for the public transport spine study is noted. We hope to finish the study sometime around the end of 2012. However the study will be very comprehensive and it may end up taking a little longer than that to complete.

Topic: Transport - encouraging sustainable transport choices

SummaryID 11844

Summary: The submitter strongly supports the provision of sustainable transport choices and public transport. The submitter requests support cycle and pedestrian priority measures appears as for public transport. The submitter congratulates Greater Wellington for achieving travel planning for less costs, but wishes this was worded more plainly and openly.

Response: The local councils and the NZ Transport Agency provide the walking and cycling facilities in the region so we are reliant on them to prioritise this work. We encourage them to give priority to walking and cycling as set out in our regional transport plans.

Topic: Transport - public transport services

SummaryID 11836

Summary: The submitter fully endorses Greater Wellington's support for public transport, in particular rail, and further expenditure from rates to upgrade and gain greater control of and certainty for the system.

In regards to the refurbishment of the Ganz Mavag units, the submitter would like to know how long it is intended to extend their life and what future public transport scenarios were considered in making this proposal.

The submitter is disappointed that dollar figures are not provided for:

- the total capital costs of taking ownership of the Ganz Mavag units and costs of refurbishing them

- the capital costs of taking ownership of stations

- the additional annual operating costs of maintaining the stations and Ganz Mavag units arising from the change of ownership.

The submitter is unclear which stations are being transferred to Greater Wellington, as he believes some are already in Greater Wellington ownership. The submitter believes that if other stations are being transferred, but Wellington station is not, then that is a form of asset stripping by the government.

The submitter thinks the proposed increase in fares is hidden in the document and does not promote consultation and debate.

The submitter believes it is unclear what planned bus service improvements will not go ahead because of the reduce in budget. The submitter believes this should be made plain to readers.

The submitter supports the review of public transport fare structures, as he believes it is long overdue. However, the submitter is concerned that unless the regional transport model is sufficiently complex and accurate there may be unintended adverse effects from redeploying resources from poorly performing services as services may be "poorly performing" but an important part of the overall network.

The submitter believes additional sources of funding should be found rather than increase fares. The submitter believes congestion charging and petrol tax are good mechanisms and would like direct fare contribution significantly below 40%.

The submitter is concerned that the intent is to keep the Minister of Transport happy, rather than the region's public transport users and urges Greater Wellington to stand up to the government.

In terms of carparking, the submitter believes cycling, walking and bus services to railway stations should be at least as important as private vehicle use.

Response: Thank you for your support for public transport and in particular the investment in rail.

Our current proposal is to refurbish the GanzMavag fleet to extend their life by 15 years, there are a series for decisions still to be made. Firstly, we need to ensure that the prototype refurbished unit delivers the reliability improvements expected. A business case will then look at the cost of refurbishment and the cost of replacement before funding decisions can be made. In terms of future public transport scenarios, rail versus bus was reviewed in 2004, and a decision made to fund rail. The Regional Rail Plan looked at how rail might be developed in the future, and the preferred pathway is for a robust 15 minute frequency across the network. The only other scenario that will be considered is new versus refurbishment, as unless there is a radical reduction in services or patronage, there will be insufficient fleet with just the new Matangi trains.

Greater detail on the funding associated with the Regional Rail Package can be found in a council report available at http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2011_52_1_Report.pdf. What should be stressed is that Greater Wellington, with a subsidy from New Zealand Transport Agency, has the full funding responsibility irrespective of ownership.

You are correct in saying that some stations are already owned by Wellington, such as Petone and Waterloo. Wellington station is not included in the proposed transfer because of the different character of the building which has other major commercial tenants. We would also like to make it clear that we are transferring ownership of station buildings and fixtures, not railway platforms. We do not consider that KiwiRail retaining ownership of Wellington station is a form of asset stripping.

We are disappointed that you consider that the proposal to increase fares is hidden in the document, as it is in a boxed text on page 24. Greater Wellington has debated the fares proposal in public session and has been very open about its proposals. There are a number of submissions on the proposed fare increases suggesting that the proposal has not gone un-noticed by the community.

There were no specific bus service improvements planned. There was a budget allowance made in the 10-Year Plan 2009 - 19 for some unspecified improvements, but the New Zealand Transport Agency subsidy proportion was never approved. Our judgement at this time is that there are still efficiencies that can be gained from within current services and that these should be taken before additional funding is committed.

Thank you for your support of the review of the fare structure.

We can assure you that careful consideration is given to the impact of withdrawing any services that are deemed to be poorly performing before a decision is taken to withdraw the service. It may be that the service frequency or route is changed rather than that the service is stopped. However, it is important that the overall network operates efficiently and provides the best possible value for money for users and funders.

We agree that additional funding mechanisms for public transport are desirable. Greater Wellington will continue to work with the Government as the opportunities arise to look at appropriate funding mechanisms. The proposed Regional Rail Package is a result of dialogue between Greater Wellington and the Government, and has resulted in a commitment to provide \$88 million from the Crown over the next 8 years to fund deferred rail network renewals, and to the on-going funding of a share of rail capital expenditure, in addition to the on-going operational subsidies that are provided.

Regarding car parking, we agree that alternative means of accessing rail stations are important. We provide and promote bus connections, including special fare products that enable frequent users in some locations to travel free on the bus. In addition we are increasing cycle storage facilities, promoting the use of folding bikes, and encouraging walking.

Topic: Water - planning for future demand and supply

SummaryID 11841

Summary: The submitter would like consultation with customers, councils and the public, as to whether a security of supply standard of not less than 2% probability of shortfall is appropriate. The submitter believes there are more than two options for addressing future water supply and their personal preference is for severe constraints on discretionary water use over summer than extra costs of increasing capacity.

Response: In 2010 Greater Wellington and its customers questioned the need for the 2% standard as a lower standard would defer new water infrastructure. MWH NZ Ltd was commissioned to carry out a review of how the current standard compares to other water suppliers and whether the standard was appropriate for the metropolitan wholesale supply. The results of this review have been presented to the Greater Wellington Social and Cultural Wellbeing Committee (report No 11.59) and the MWH report has been circulated to the water managers of the four Territorial Authorities for their information and feedback. The results of this consultation will be reported back to the committee for a decision on whether or not the 2% standard should be changed.

Topic: Water - conservation programmes

SummaryID 11842

Summary: The submitter fully supports water conservation programmes. The submitter believes the plan should be self contained in terms of defining the target for water conservation programmes - it is currently refers to targets for per head consumption elsewhere. The submitter recommends a target of reduction of at least 2% per head consumption. The submitter suggest that a target is added relating to total consumption during the peak four week period in any year. This is because average per head consumption alone inappropriate because as nearly half of the use is non-residential (not directly linked to population numbers) and infrastructure is sized around peak demand.

Response: Greater Wellington appreciates your support of its water conservation programmes. The implementation of many water demand-management options, including local regulation change to support adoption, rests primarily with the area's four city councils. However, Greater Wellington does invest in education and social marketing initiatives

annually to promote water efficiency and conservation, with particular emphasis on summer water use. These demand management methods are part of the 'Water conservation programmes' activity.

You are correct in that the water supply infrastructure is sized around peak demand and the reason consumption per head of is used is so that any changes in population can be accounted for. Summer peak demand is mostly due to residential consumption. Our estimates for consumption are: residential 63%, non-residential 21%, unaccounted for water 16%.

Topic: Parks and Forests - marketing and community relations

SummaryID 11845

Summary: The submitter thanks Greater Wellington for its purchase of Baring Head. The submitter strongly supports expenditure and actions to protect and enhance the natural environmental values and opportunities for recreational appreciation and quiet enjoyment of those values.
The submitter requests that:
- the target for parks network planning includes reference to public consultation
- that the target for the regional outdoors programme is revised as 12,236 were attracted in 2009/10, a target of 5,000 looks pathetic.

Response: The target of 5,000 relates to the number of people Greater Wellington aims to attract to events it runs itself or in partnership with other organisations including councils, businesses or clubs. The Great Outdoors Summer Events Programme (formerly the Regional Outdoors Programme) includes events run by outside organisations, e.g. Karapoti Classic, Big Coast, Mt Lowry Challenge). The 12,236 total includes numbers attending those events. Greater Wellington believes it has more control over events it organises, therefore the proposed target relates to that figure.

Topic: Safety and Flood Protection - harbour management

SummaryID 11846

Summary: As 2012 is a leap year, the reference to 365 day service at Beacon Hill should be 366 day service.

Response: Thank you for the close attention you have paid to the observance of a leap year in 2012 with regard to our Beacon Hill service. The intent of the target is of course to make clear that the Beacon Hill Station provides a 24 hour a day, year round service to the maritime community although it may well be that this could be unintentionally misleading in the case of observing leap years. However, as noted, we do believe that the intent of the target is sufficiently clear in this case.

Topic: Community - democratic services

SummaryID 11835

Summary: The submitter broadly supports the proposed plan. However, the submitter questions how genuine the consultation is as in a number of cases the plan contains insufficient information, is too vague or appears to be hiding key issues (for example, the proposed increase in public transport fares). The submitter is very disappointed and frustrated that many of the measures of outputs remain vague and do not provide meaningful information on the quality and quantity of facilities, services and functions provided.

Response: The Council is genuine in our consultation and in seeking feedback on our plan. We are constantly striving to improve the readability of our planning documents and we'll

use your feedback when we prepare next year's documents. We will also be improving the way we express our measures of outputs and our levels of service through the next Long Term Plan, which we have already started working on.

Topic: Community - democratic services

SummaryID 11848

Summary: The submitter is unclear whether the representation review will include provision for Greater Wellington to initiate a referendum on whether Single Transferable Vote or First Past the Post should be used for the next two elections. The submitter believes the electorate should be required to make a conscious decision, even if the Council cannot agree to a change to Single Transferable Vote.

Response: The Council's review of its representation is a separate process to the consideration of a change to the electoral system for the Council' elections.

Later this year the Council will consider the system for its election. Under the Local Electoral Act 2001 the Council will have the options of retaining the status quo (First Past the Post), changing to Single Transferable Vote, and/or holding a poll on the electoral system. The Act also provides that, at any time, a minimum of at least five percent of the electors of the Wellington region enrolled at the previous triennial election may demand that a poll be held on the electoral system to be used at the Council elections.

The Council will be undertaking a representation review in 2012 for the 2013 triennial elections.

Topic: Finance

SummaryID 11850

Summary: The submitter would like to know why the requirement for PHL to operate in an energy-efficient manner has been removed and requests that is reinstated, and that the requirement is extended to Centreport and GWRL. The submitter believes the investment provisions have not been updated to reflect the addition of GWRL as it says that a return on capital of 4% is expected. Also the statement of intent for GWRL is missing.

Response: The Statement of Intent (SOI) for Greater Wellington Rail Ltd (GWRL) is incorporated with the SOI for WRC Holdings Ltd. Greater Wellington does not prepare a separate SOI for GWRL. The draft Statement of Intent has been presented to Council in accordance with the Local Government Act and will be finalised before 30 June 2011.

Topic: Finance - rates

SummaryID 11837

Summary: The submitter finds the presentation of rates increases without GST included is misleading. The submitter believes as there is no footnote on page 4 then 4.58% figure is inaccurate. The submitter believes at a minimum the plan should state that an additional 2.22% increase will be changed as a result of GST changes. The submitter is disappointed that there is no pie chart showing expenditure from rates across Greater Wellington's activities - to highlight the funding ratio between activities as well as the expenditure ratio. The submitter also requested this last year.

Response: Thank you very much for your submission. Page 9 of the draft Annual Plan contains a pie chart of the split of expenditure as does page 6 of the Annual Plan summary 2011/12. Greater Wellington assures you there is no intent to mislead the reader,

however, the rates are shown exclusive of GST to highlight the actual increase in underlying rates (not increases driven by central government taxation).

Submitter: Mark Wickens

Submission Number: 231

Organisation:

Topic: Transport - public transport services

SummaryID 11827

Summary: The submitter wants Greater Wellington to look into why 40-50 seat buses operate in Kapiti, when there is mostly only 6 - 12 passengers. The submitter suggest mini-vans could be used, thereby reducing costs.

Response: We note your comments about the provision of bus services in Kapiti and suggestion that services could be better provided by mini vans. Some services are in fact provided by mini vans, However, there are benefits from having full size buses operating in terms of overall fleet management, including the ability to swap out buses and to use them for other purposes, and operators generally deem these benefits to outweigh the small savings that could be made from using smaller vehicles.

Submitter: Andrew

Submission Number: 232

Organisation:

Topic: Transport - public transport services

SummaryID 11834

Summary: The submitter thinks it is nice to see the new trains at last. The submitter would like to know what happened to the project timeline and where the accountability is. The submitter suggests that as any cost overruns are paid by the ratepayers so what does it matter.

Response: Like you, we are pleased to see the new Matangi trains running in service and look forward to the fleet being progressively rolled out over the coming months. While the project timeline has slipped by a few months, this is not uncommon with the introduction of a new fleet and the slippage in minor when the overall life of the trains is considered. Greater Wellington is accountable for the project, and the slippage has in part arisen be our strong desire to ensure that the trains are manufactured to the highest standard and are operating reliably before being introduced into service.

We can assure you that there are no cost overruns on this project.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11833

Summary: The submitter questions whether the sustainable development projects are going to achieve anything and suggest that Greater Wellington concentrate on core activities. The submitter does not think the EDA levy is working, as it did not stop Griffins and Colgates from closing. The submitter questions why the EDA is supporting Broadband, and suggests that is just an excuse to justify their existence. The submitter would like a report on what they have achieved.

Response: While there are already some measurable benefits from funding Grow Wellington through the eda rate a lot of the benefits will be longer term. Greater Wellington will continue to monitor the company's Statement of Intent and its Annual Report to ensure it is delivering value for money. There is no evidence to date that shows overall it is not delivering value.

Grow Wellington's website (<http://www.growwellington.co.nz/page/home.aspx>) includes some of its successes to date. A copy of the company's Annual Report 2010/11 provides some additional information about its activities and what it has achieved. The link to the Annual Report is: http://www.growwellington.co.nz/document/6-21/GrowWellington_Annual_Report_0910.pdf

We are currently undertaking an independent review of the Wellington Regional Strategy and the work of Grow Wellington. The review will assist a decision about whether or not to continue with the activity which was part of the agreement to start the WRS activity in 2007. A decision is due to be made by the end of June 2011.

In the regional broadband project Greater Wellington is leading the work in the region to bring ultra fast broadband to Wellington, through the Government's broadband programme. Grow Wellington's role is to encourage businesses to use broadband if it can help them grow their businesses. Greater Wellington's work includes aligning the various regulations and rules within each council and supporting the use of new technologies to cost-effectively roll out broadband (including technologies to may fibre in road corridors).

Topic: General comments

SummaryID 11830

Summary: The submitter supports Greater Wellington's proposed projects in Transport, Water, Parks and Forests, and Community. The submitter supports Safety and flood protection and land management, as long as it is a targeted increase on the rates.

Response: We noted your general support for Greater Wellington's and your preference that safety and flood protection and land management be funded by targeted rates.

Submitter: Harriet Cruden

Submission Number: 233

Organisation: Porirua City Council

Topic: Resource Management - environmental education and community engagement

SummaryID 11849

Summary: Porirua City Council recommends that Greater Wellington prioritise the 'Take Care' programme to assist Porirua City Council with improving the quality of water in streams that traverse industrial areas in the Porirua Catchment.

Response: Your comments around the targeted use of the Take Charge programme (as opposed to Take care to which you refer in your submission which does not deal directly with industrial areas) are noted. We agree that there are considerable benefit to water quality from this programme when targeted to industrial areas, and have in fact worked extensively in the Porirua catchment in the past. We are happy and willing to continue this type of work in the Porirua area, and would welcome any suggestions from Porirua City as to areas where you might also like to see Greater Wellington prioritise this work.

Topic: Transport - regional transport network planning

SummaryID 11852

Summary: Porirua City Council supports significantly increasing funding for the Regional Road Safety Campaign.

Porirua City Council recommends:

- incorporating current public transportation planning from Wellington through to Kapiti Coast in the update of the Western Corridor Plan
 - the completion of the Hutt Corridor Plan during the 2011/12 financial year
 - the budget for school travel plans and walking and cycling initiatives be maintained.
-

Response: Your recommendations regarding the Western Corridor Plan, Hutt Corridor Plan and the budgets for school travel plans ad walking and cycling are accepted.

We do not propose to increase the budget for a regional road safety campaign. NZ Transport Agency has been clear with us in the last couple of years that it prefers to fund local councils to carry our local safety campaigns. There are also a number of national campaigns promoting road safety. However, there is one area of road safety which we believe is not being adequately addressed - cycle safety. The Wellington Region has poor cyclist safety statistics. Over the next few months we intend talking with local councils and NZTA about addressing this area of concern. It may be that, though our discussions, a regional approach to promoting cyclist safety could be justified. This could then be considered as part of the Long Term Plan considerations in 2012.

Topic: Transport - public transport services

SummaryID 11853

Summary: Porirua City Council recommends:

- that Greater Wellington consider providing specific allocated funding for bus shelters and rail commuter carpark extension for Porirua
- that the investigation of integrated ticketing not be delayed unless it is confirmed there will be no consequential delays for projected timelines for the implementation of this project in the region
- no changes be made to the roll-out of real time information systems to other regional

centres and their suburbs

- that suitable funding be made available in the 2011/12 financial year to refurbish the Ganz Mavag units to ensure service reliability is maintained and improved.

Response: We note your comments about providing specific allocated funding for bus shelters and rail commuter car park extension for Porirua. This is a level of detail that is beyond that able to be provided within the Annual Plan. There are many calls for additional investment across the network, and as part of the Regional Rail Package a nominal sum of \$2.5 million per annum has been allocated for station and car parking upgrades and extension. Funding will be allocated following a prioritisation process that is under development.

We are committed to the implementation of an electronic integrated system in Wellington, and will be pursuing this as fast as we are able. Currently we are closely watching the development of a national system this is to be rolled out in Auckland.

Regarding real time information, Phase 2 extension of RTI is to Valley Flyer bus services, and pre-installation works in buses are progressing in line with the scheduled introduction of RTI for Valley Flyer from the end of May. Mana Newlands bus services are then planned to follow from the end of October.

Display signs are arriving in quantity and will begin to be installed in Wellington urban area during May, with the full installation schedule taking nearly 12 months.

Discussions continue with KiwiRail on the development requirements of the RTI for rail sub-project, which will complete network-wide RTI coverage in 2012.

Funding has been provided within the Annual Plan for commencing the refurbishment of the GanzMavag trains. Refurbishment of the fleet is likely to be staged over a 4 year period.

Topic: Water - planning for future demand and supply

SummaryID 11854

Summary: Porirua City Council recommends that Greater Wellington takes a stronger position to fund and drive sustainable water conservation and demand management programmes rather than investing in increased supply and storage (dams).

Porirua City Council queries what works have been deferred or if there has been any changes in scope of proposed development projects to explain the \$4.5 million decrease in proposed infrastructure developments associated with the Wellington Water Supply Development Plan.

Response: Greater Wellington's water supply role is primarily concerned with meeting the demands of the four cities in metropolitan Wellington, and water infrastructure is developed to meet that demand within an agreed security of supply standard. However Greater Wellington also recognises the benefits of sustainable conservation and demand management, both for the environment and the cost to ratepayers by deferring the need for major new water supply infrastructure. We will continue with our water conservation and efficiency initiatives, with an emphasis on education and summer water use. A water education resource for schools has been trialled and is currently being finalised for release next financial year. The implementation of many demand management options rests with the region's four city councils, and we are pleased to note the success Porirua City Council has achieved in demand management this financial year. However, Greater Wellington would be willing to play a greater role in the future by co-ordinating demand management activities with the four cities.

A number of water supply infrastructure development projects have been deferred or changed in scope in the 2011/12 draft annual plan. The design of the Upper Hutt Aquifer has been deferred until 2013/14 to allow investigations into an additional storage lake at Kaitoke to be completed, replacement network valves and an intake pipe have also been deferred to 2012/13, and funding for Wellington's new CBD reservoir deleted. These reductions have been more than offset by an increase in capital expenditure this financial year resulting from delaying the upgrade of the Stuart Macaskill Lakes internal embankments to start this summer. This rescheduled expenditure is being carried forward from the current financial year. The sum of \$4 million has been included for the possible purchase of land at Kaitoke for a future third storage lake.

Topic: Parks and Forests - parks network planning

SummaryID 11855

Summary: Porirua City Council supports the continuation of Sustainable Farm Management Plans and request that Greater Wellington start implementation of the Belmont Regional Park and Battle Hill Farm Park Sustainable Management Plans.

Porirua City Council supports coordination between Greater Wellington and Territorial Authorities to ensure provision is made so the public can transition readily between regional parks and other Council open space.

Porirua City Council requests that some form of ranger service be provided for Whitireia Park.

Porirua City Council requests that Greater Wellington create a Heritage Management Strategy and Plan for regional parks to ensure the planning and budgeting for these areas specifically recognises and provides for the special heritage responsibilities associated with these areas.

Response: The implementation programme for the sustainable Farm management Plans for Belmont Regional Park and Battle Hill Farm Forest Park will be considered by Council alongside other funding priorities that this Council has.

We acknowledge your support for inter-agency cooperation to ensure the delivery of a well coordinated regional and local parks network.

Greater Wellington is providing a ranger service at Whitireia Park up to 3 days per week.

While GW doesn't have a heritage management strategy, there are a number of policies included in the Parks Network Management Plan. Implementation of the policies are guided by the Parks Heritage Asset Management plan and are supported by a number of site-specific heritage plans that have been developed for Park specific areas.

Topic: Land Management - biodiversity

SummaryID 11856

Summary: Porirua City Council supports the new Biodiversity Department.

Response: The submitter's support for the recent establishment of a Biodiversity Department within Greater Wellington is noted.

Topic: Land Management - soil conservation

SummaryID 11847

Summary: Porirua City Council considers the Porirua Harbour and Catchment Management Strategy Programme of sufficient significance to warrant a mention in the Annual Plan, given Greater Wellington's level of commitment.

Response: Greater Wellington acknowledges the significance of the Porirua Harbour and Catchments project and has had a significant involvement in the preparation of a strategy and action plan which is about to be released for public comment. Greater Wellington will be determining its future funding commitments to this important project through the Long Term Plan process later this year. The Annual Plan does not make reference to the project as no specific funding has been allocated for the 2011/12 year.

Topic: Finance - rates

SummaryID 11851

Summary: Porirua City Council supports Greater Wellington reviewing the formula used to calculate how the transport rate applies to different areas of the region.

Response: Thank you for your submission.

Submitter: Jason Markham

Submission Number: 234

Organisation:

Topic: Resource Management - planning

SummaryID 11857

Summary: The submitter supports the development of the new Regional Plan and suggests Greater Wellington conduct a simple pre- and post- planning survey of key stakeholders and community groups in an effort to quantify the social benefits resulting from the proposed collaborative approach (such as participation, engagement, awareness and trust).

Response: Your support for the collaborative approach being undertaken in the regional plan review process is welcomed. Your comments around the option of undertaking a survey are noted, however, we have already commenced an extensive public engagement process that we believe will deliver a similar outcome to what you suggest a survey could achieve. We will be having an ongoing dialogue with those who have indicated that they wish to stay involved in the plan review process, and through this process we will be able to get a strong sense of how collaboration and partnership leads to improvement in areas such as engagement, trust and understanding.

Topic: Resource Management - compliance and enforcement

SummaryID 11858

Summary: The submitter notes that the Muddy waters and urban streams programmes are an important activity that makes a significant contribution to the ecological integrity of streams, especially where native fish species may be breeding.

Response: Greater Wellington's Muddy Waters programme has been an extremely successful approach to engaging with consultants, contractors and developers around silt and

sediment control aimed direct at improving sediment control practices and compliance. There is no doubt that this has led to an improvement in this area over the years, and to the direct benefit of stream health and water quality. Thank you for your comments in support of this programme, which is one we intent to continue well into the future.

Topic: Resource Management - State of the Environment monitoring

SummaryID 11859

Summary: The submitter supports the State of the Environment monitoring of air, water and soil, noting that it cannot be known in advance how important this data will be for identifying or isolating environmental problems and establishing an ecological baseline is a fundamental part of understanding how to protect and enhance ecosystems.

Response: Greater Wellington's state of the environment work programme is a fundamental component of the environmental work that we undertake. Without detailed, robust and defensible scientific data it is impossible to make good decisions on how to best manage the environment, and your support and recognition of this programme is welcomed.

Topic: Resource Management - environmental education and community engagement

SummaryID 11860

Summary: The submitter states that the Take Care and Take Action programmes are vital tools for improving water management, noting the educational component is particularly important as an investment in the future stewardship of natural resources.

Response: The submitter's support for the Take Care and Take Action biodiversity programmes is noted.

Topic: Transport - regional transport network planning

SummaryID 11862

Summary: The submitter notes there is no mention in the draft Annual Plan of activities to progress cycling projects such as the Great Harbour Way cycle path. The submitter regularly sees cycle commuters using the sealed section of the Hutt River trail between Avalon and Lower Hutt and believes this demonstrates the desire of more people to cycle to work.

Response: We are currently consulting on the Hutt Corridor Plan, which includes a proposal to complete the pedestrian and cycling facility along SH2 between Ngauranga and Petone. This is part of the Great Harbour Way route. The final plan is due to be adopted by the Regional Transport Committee in September 2011.

Topic: Transport - public transport services

SummaryID 11861

Summary: The submitter supports the refurbishment of the Ganz Mavag units, noting these carriages will be needed as the availability of cheap oil continues to decline.

Response: Thank you for your support of the refurbishment of the GanzMavag units. We agree that these units will be required in addition to the new Matangi fleet in order to meet the expected growth in demand.

Topic: Water - planning for future demand and supply

SummaryID 11863

Summary: The submitter believes there is a degree of fragmentation of water management efforts in some areas and notes the region lacks a over-arching strategic approach to water which integrates supply and demand management.

The submitter requests that the multi-criteria analysis of future water supply options project be reworded to specifically include water management stakeholders, including community groups and NGOs.

The submitter requests the establishment of an adaptive management committee for Hutt River low flow during the period of the Te Marua Lakes upgrade noting that it would make sense to utilize the raised public and stakeholder interest in river management to trial a formalized trial-and-error style of decision making that specifically caters for uncertainty and change as well as promote innovation, public awareness, social learning and trust-building.

Response: Greater Wellington notes your comments on the fragmentation of water management in the region. In 2010 the Wellington Mayoral forum engaged Price Waterhouse Coopers to review its current governance arrangements to establish whether they are optimal for taking the region into the future. The review identified opportunities for the region in developing a regional strategy to plan the future direction of water, wastewater and storm water, and put forward a case for integrating water and wastewater delivery. The issue of regional governance and water integration is now being progressed through the Mayoral forum.

Greater Wellington will consider your comments on community groups and NGO's being included in the multi-criteria analysis for future water supply options and also consider your comments on Hutt River low flow management.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11864

Summary: The submitter notes the decision to delay review of the Hutt River Flood Plain Management Plan is regrettable given the impact that flood works have on the amenity values of the river, and requests an amendment to aim for commencement of the review in Financial Year 2012/13, rather than calendar year 2013.

The submitter also requests that Greater Wellington maintain tracks and restoration sites on the Hutt River as an important contribution to the social well-being of residents as well as providing a cycle route for Lower Hutt commuters.

Response: It is unfortunate that we have had to delay the review of the plan but we are confident that it will not impact of the implementation of the significant projects we have scheduled. This first review is primarily a technical review of the plan and is therefore not expected to unearth any issues that will change priorities for the implementation.

Thank you for your support of the Hutt River Trail work. We will continue to maintain and restore sites for the benefit of the whole community.

Topic: Land Management - biodiversity

SummaryID 11865

Summary: The submitter request that Greater Wellington continue the Streams Alive programme because it makes an important contribution to protecting and enhancing the ecological

integrity of the Mangaroa Stream; and notes that degraded water quality in this stream may be contributing to algal blooms in the Hutt River.

Response: The submitter's support of the Streams Alive riparian programme in the Mangaroa Stream is noted. Greater Wellington's approach to riparian matters will be reviewed as part of the formulation of the Regional Biodiversity Strategy.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11870

Summary: The submitter is concerned that strategies for climate change and water alone are unlikely to stimulate real change but that the manner in which these projects are developed will determine whether they are trusted, accepted and therefore implemented. The submitter requests that Greater Wellington amend project wording to specify that framing of the regional water (and climate change) strategy will be conducted using a collaborative and participative approach.

The submitter notes this approach will require Greater Wellington to allow issues to be framed in a broad and open-ended manner as well as get beyond usual assumptions of large-scale, technical engineering solutions under centralized management and accept locally based alternatives that are negotiated with community objectives in mind.

Response: Our strategies are generally developed with input from a wide range of interests. We acknowledge that water and climate change issues require behavioural responses and that community resilience will in part be achieved through community-based initiatives. This is part of our strategic thinking. Some climate change response in particular though will require engineering responses to protect existing infrastructure and communities from the impacts of rising sea levels and increased storm events.

Topic: Regional Sustainable Development - Warm Greater Wellington

SummaryID 11872

Summary: The submitter recommends that Greater Wellington look at supplementing the Warm Great Wellington programme with a scheme to subsidize solar energy systems, noting that the Nelson City Council have been running a similar and successful scheme.

Response: Thank you for your submission. Greater Wellington will consider this option as part of the long term planning process.

Topic: Finance - rates

SummaryID 11879

Summary: The submitter opposes subsidising capital costs for a specific service (water supply) because it hides the true cost of water supply, encourages unnecessary and economically inefficient consumption, undermines a case for metering, and does not incentivise efficient water use.

The submitter believes if ratepayers were presented with the true and immediate cost of the increased infrastructure burden it would immediately improve awareness of the value of water supply services and therefore encourage appropriate use. If this decision to subsidize capital costs has been taken deliberately, then the submitter suggests that the Annual Plan 2011/12 be annotated to explain why.

The submitter also notes that in the 'Significant forecasting assumptions' section:
- there is no mention of per capital gross water supply rates, although it is the key

element of water consumption forecasts. Given that this rate has been decreasing steadily in recent years despite forecasted increases, it deserves some form of explanation.

- there is also no mention of the assumed restriction level for the stated security of supply level of 2%, a rather important omission given that it forms the basis for supply and demand forecasts and therefore as justification for new water supply infrastructure expenditure.

Response: Thank you for your submission. Greater Wellington does not "subsidise" capital costs. Greater Wellington uses debt to spread the cost of assets over the life of those assets and, thus, ensuring that those who enjoy the benefits of those assets contribute to the costs. The capital spend of Greater Wellington is also outlined in the funding statements produced which show any major items of capital expenditure in the year they are made.

Submitter: Ra Smith

Submission Number: 235

Organisation: Kahungunu Ki Wairarapa

Topic: Resource Management - planning

SummaryID 11903

Summary: Kahungunu Ki Wairarapa commends Greater Wellington for engaging with the community to develop the Regional Plan.

Response: Thank you for your support for the regional plan review process. Through the work of Te Upoko Taiao - Natural Resource Plan Committee we are committed to developing an integrated resource management plan that will address water quality and land use issues, as well as key issues such as water allocation and air quality. This is a complex task and as you note will involve the community and key stakeholders and resource users to develop a robust and sustainable policy framework for the management of our natural resources.

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11902

Summary: Kahungunu Ki Wairarapa commends Greater Wellington for widening of this project from irrigation to other water uses, noting that an Integrated Catchment Management approach includes working together with other parties, some of whom are developing strategies for keeping waste water out of water ways by using waste water as a resource.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Land Management - biodiversity

SummaryID 11899

Summary: Kahungunu Ki Wairarapa commends Greater Wellington for implementing a biodiversity unit and envisages greater use of indigenous flora, attracting more indigenous fauna. The submitters acknowledge that there are multi-dimensional barriers, but these can be overcome in an Integrated Catchment Management framework that supports biodiversity..

Response: The submitter's support for the recent establishment of a Biodiversity Department within Greater Wellington is noted.

Topic: Land Management - soil conservation

SummaryID 11900

Summary: Kahungunu Ki Wairarapa commends Greater Wellington for this activity because the benefits of limiting sedimentation through positive actions like farm plans is a thought process that is transferable to an Integrated Catchment Management framework.

Kahungunu Ki Wairarapa has some understanding of the difficulties of transferring these concepts to other catchments within the region, but encourages proactive steps in following this successful model.

Kahungunu Ki Wairarapa also acknowledges the expertise Greater Wellington has gained through studies, especially the groundwater relationship investigation and the Mangatarere Stream Research, noting that the best obtainable information is the foundation for any Integrated Catchment Management initiative.

Kahungunu Ki Wairarapa is excited to be working with Greater Wellington as a community representative, a treaty partner and a future partner in Integrated Catchment Management.

Response: Greater Wellington is looking to apply the successful hill country Farm Plan model in other catchments within the region. Drivers for the application elsewhere in the region are likely to be land intensification and water quality. Two areas currently under consideration are Wairarapa Moana and the Mangatarere Stream. The proposed Natural Resource Management Plan currently under preparation will ultimately determine priorities and methodologies.

Topic: Land Management - Akura Conservation Centre

SummaryID 11901

Summary: Kahungunu Ki Wairarapa commends Greater Wellington for supporting the Akura Conservation Centre and requests an investigation on how indigenous flora might be a greater part of the programme.

Response: The Akura Conservation Centre presently supplies in excess of 40,000 native plants annually. Under the Greater Wellington eco-sourcing policy the Centre is required to sell eco-sourced native plants 'where practicable'. In recent years the percentage of native plants sold that are eco-sourced is in the range of 60-70%. We make every endeavour to increase this figure on an annual basis.

Submitter: Gibb Gibb

Submission Number: 236

Organisation:

Topic: Safety and Flood Protection - flood protection infrastructure

SummaryID 11904

Summary: The submitter proposes a special community raffle to help speed up flood protection works that Central Government will hopefully match dollar for dollar.

The submitter believes that both Greater Wellington and Lower Hutt City Council are jointly responsible for maintaining stormwater outlets into the Hutt River from the stop-banks and notes that the stormwater pipe from Randwick Park Industries is still blocked and the stormwater that exits at Pirie Cres Moera gets overloaded during flood conditions.

Response: Greater Wellington has the overall responsibility for implementing the Hutt River Floodplain Management Plan and we believe that implementation is being undertaken at a rate that is affordable to the community. Central Government stopped funding any such works in the late 1980's.

We work collaboratively with Hutt City on the maintenance of the stormwater outlets and are confident that we have maintained the outlets we are responsible for so as to allow them to operate as designed. We will pass on your concerns to our Flood Protection department to ensure that the specific matters you have raised are investigated.

The Sladden Park Boat Ramp is specifically a Hutt City responsibility. We have passed on your concerns to them to look into.

Topic: Safety and Flood Protection - harbour management

SummaryID 11905

Summary: The submitter requests that both Greater Wellington and Lower Hutt City Council get more involved with promoting water recreational activities around the Hutt River estuary area as well as provide minor improvements to the local boat ramps there, specifically:

- Sladden Park boat-ramp
- Lowery Bay boat-ramp
- Hikoikoi Reserve Public boat-ramp.

Response: Your suggestions around possible management approaches to boat ramps at Sladden Park, Lowry Bay and Hikoikoi Reserve are noted. This issue principally falls to the Hutt City Council to manage, but it is something that Greater Wellington is aware of through our harbour management role and that we can discuss with the Hutt City Council in the future.

Submitter: William McCook

Submission Number: 237

Organisation: Animal Health Board

Topic: Land Management - biodiversity

SummaryID 11906

Summary: The Animal Health Board thanks Greater Wellington and the Regional Council for supporting the TBfree programme - which is staying on target to manage and eventually eradicate TB from the region.

The Animal Health Board notes the challenge is to now keep infected herd numbers to a minimum and eradicate the disease from the main wildlife carriers, namely possums, and that this work also has benefits in protecting native birds and plants.

Response: Greater Wellington recognises the significance of the bovine Tb strategy for the economy of the region and the environmental benefits that the programme provides to specific parts of the region. Greater Wellington is committed to supporting the Animal Health Board bovine Tb strategy in 2011/12 by funding the regional share. GW recognises that the new proposed strategy will necessitate a review of GW funding in 2011/12.

Submitter: Ray Stewart

Submission Number: 238

Organisation: Sustainable Wairarapa Inc

Topic: Resource Management - planning

SummaryID 11907

Summary: Sustainable Wairarapa Incorporated requests the addition of words to the bullet point concerning Te Upoko Taiao that would expand the issues the Committee addresses to: "water quality, development of an integrated catchment management (ICM) strategy, work with TLA's to develop a wastewater resource strategy – a resource that connects the ICM strategy, the Wairarapa Water Use Project and Grow Wellington; an energy strategy."

Response: Thank you for your support for the regional plan review process. Through the work of Te Upoko Taiao - Natural Resource Plan Committee we are committed to developing an integrated resource management plan that will address water quality and land use issues, as well as key issues such as water allocation and air quality. This is a complex task and will involve the community and key stakeholders and resource users to develop a robust and sustainable policy framework for the management of our natural resources. Your comments around the need to include and incorporate issues such as integrated catchment management thinking, and integrate the development of the Plan with the Wairarapa Water project and management options around the possible use of waste water are noted and understood.

Topic: Resource Management - State of the Environment monitoring

SummaryID 11908

Summary: Sustainable Wairarapa Incorporated requests the addition of "ICM, use of wastewater resources, energy" to the topics on which Greater Wellington provides specific scientific advice and research.

In the short term targets for this activity the submitters request the inclusion of plans for an ICM strategy and the use of wastewater resources.

Response: Greater Wellingtons state of the environment monitoring programme is a core component of our environmental management work and is one that we are committed to continuing and improving. It is not however specifically designed to assess issues such as integrated catchment management, although the information we gather from the monitoring work adds the scientific background data and robustness to decisions that are made around the management of catchments. Much this work of course will feed directly into the development of the Regional Plan which is currently under review which will address issues such as waste water management.

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11910

Summary: Sustainable Wairarapa Incorporated suggest that this project be developed in the context of an Integrated Catchment Management Strategy and include the use of wastewater resources, noting that Sustainable Wairarapa has two wastewater feasibility studies due to be completed in mid-2011.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Your comments around the need to ensure that this project also considers waste water management, and to take a holistic approach to the management of the water resource are noted, and these aspects will form key components of the Project.

Topic: Transport - public transport services

SummaryID 11917

Summary: Sustainable Wairarapa Incorporated supports additional rail carriages on the Wairarapa line and requests the exploration of additional services as well as the electrification of the Wairarapa line as part of an energy strategy.

Sustainable Wairarapa Incorporated also requests more robust actions to increase the number of people in Wairarapa (whose citizens are relatively poor and a relatively older demographic) using buses and cycling through the development of more cycle ways in the Wairarapa.

Response: With the introduction of the new Matangi trains additional carriages will become available that can be used to provide services to the Wairarapa. However, these carriages will require modification to install toilets and there is no current budget allowance for this work. Public transport services in the Wairarapa are to be reviewed in the coming year and this will provide an opportunity to look at the level of services being provided.

The electrification of the line to Wairarapa is listed in the Regional Rail Plan as a potential long term network enhancement, with an estimated cost of over \$195 million. Additional rolling stock would also be required for an electrified service at a substantial cost, so this project is financially not viable in the short to medium term.

Your request for the development of more cycle ways in the Wairarapa is best directed to the local councils in the area.

Topic: Land Management - pest management

SummaryID 11919

Summary: Sustainable Wairarapa Incorporated hopes that the Bovine Tb rate will continue to keep possum numbers down to minimal levels even in areas now considered Tb-free.

Response: Greater Wellington have introduced an extensive Regional Possum and Predator Control Programme over the 19,200 ha that were declared by the Animal Health Board to be bovine Tb free. Our aim is to maintain the environmental gains achieved in the high value ecosystems by the programme. The Programme will expand in 2011/12 to account for areas recently declared Tb free. This programme, along with the Key Native Ecosystem programme, will be reviewed following approval of the Regional Biodiversity Strategy, scheduled for mid 2011.

Topic: Land Management - biodiversity

SummaryID 11912

Summary: Sustainable Wairarapa Incorporated seeks more support for their eucalyptus trial which is looking at suitable eucalypt species which would be suitable for ground durable posts plus have other industry spinoffs including boiler and fire feedstock and eucalyptus oil.

Sustainable Wairarapa Incorporated also strongly endorses Greater Wellington's commitment to a Biodiversity Strategy and requests continued exploration 'Biodiversity Capital'. In particular, the submitter request a partnership to recognise the Wairarapa eastern hill country as an acknowledged national, if not international, "hot spot" in relation to its indigenous biodiversity risks.

Response: The submitter's support for a Regional Biodiversity Strategy is noted. Greater Wellington is supporting a scoping study for "Natural Wellington 2" looking at how to promote the Wellington region as the "Biodiversity Capital" of New Zealand. It is certain that the Regional Biodiversity Strategy will recognise the biodiversity significance of the Eastern Wairarapa hill country.

Topic: Land Management - soil conservation

SummaryID 11911

Summary: Sustainable Wairarapa Incorporated requests mention under the 'Prosperous Community' heading of a water strategy the application of wastewater resources to land.

The submitters also urge Greater Wellington to instigate and lead a study, as a priority, involving the wider community, into an integrated catchment management strategy for the Ruamahanga River.

Sustainable Wairarapa Incorporated also notes that the Resource Management Act 199 is not a rigid document (as it appears to have been interpreted by Greater Wellington Commissioners at Masterton's wastewater upgrade consent hearings), but

has a role, for example, in enhancing the environment.

Response: Response covered under other topics

***Topic:* Land Management - Akura Conservation Centre**

SummaryID 11916

Summary: Sustainable Wairarapa Incorporated requests an expansion of the Akura Nursery with Greater Wellington promoting the planting of more trees, particularly on the Wairarapa hills.

Response: Greater Wellington is currently negotiating with the owners of bare land adjacent to Akura nursery with a view to adding 12 hectares to our existing poplar and willow nursery. The expansion is necessary to support a predicted increase in hill country erosion programmes in partnership with the MAF and landowners.

***Topic:* Regional Sustainable Development - regional resilience**

SummaryID 11913

Summary: Sustainable Wairarapa Incorporated requests Greater Wellington to give priority to the development of strategies on Climate Change and Water (including an Integrated Catchment Management strategy, wastewater resource use strategy and energy strategy) because these are the overarching and most important issues threatening the welfare of all humanity over the coming decades.

This request accompanies mentions of these projects in the community outcomes section.

Response: These strategies are currently underway. We are working with other relevant agencies, including local councils, to progress the strategies as quickly as we can.

***Topic:* Regional Sustainable Development - Warm Greater Wellington**

SummaryID 11915

Summary: Sustainable Wairarapa Incorporated affirms the Warm Greater Wellington project and eagerly anticipates the day when all homes in the region have the adequate insulation and heating so conducive to better health and other outcomes.

Response: Thank you very much for your submission. Greater Wellington is pleased to be part of this very successful initiative.

***Topic:* Regional Sustainable Development - Wellington Regional Strategy**

SummaryID 11914

Summary: Sustainable Wairarapa Incorporated strongly supports the Genuine Progress Indicators and also supports Grow Wellington in principle, while acknowledging its review as part of the Wellington Regional Strategy.

Response: Support is noted.

***Topic:* Community - democratic services**

SummaryID 11918

Summary: Under the community outcomes for this activity, Sustainable Wairarapa Incorporated requests the addition of words to the effect of: "we celebrate difference and diversity

and welcome newcomers. We encourage the development of community leadership through participatory democracy aimed at a greater degree of public input."

Sustainable Wairarapa Incorporated also requests a greater unifying of political and executive roles leading to a better understanding between policy and political objectives.

Under the community outcome 'Quality Lifestyle', Sustainable Wairarapa Incorporated requests an explanation on what 'supporting a key recreational facility of the region' means, noting that in a literal sense this objective can be advanced through Integrated Catchment Management, wastewater, energy and Biodiversity strategies as well as the Wairarapa Moana Project.

Response: The community outcomes quoted in the Annual Plan are set in the Long Term Plan 2009-19, which we will be reviewing over the coming months. The Long Term Plan must be renewed every three years. Your comments will be considered through our review process.

Submitter: Sue Johnson

Submission Number: 239

Organisation: Kapiti Coast District Council

Topic: Resource Management - planning

SummaryID 11920

Summary: Kapiti Coast District Council supports the resource management group of activities, but is concerned that the implementation of the proposed Regional Policy Statement lacks funding.

Response: Your support for the resource management group of activities is appreciated, and your comments around the need to appropriately fund the implementation of the proposed Regional Policy Statement are noted. Greater Wellington is very conscious of the fact that the operative Policy Statement has perhaps not gained as much traction as it might have due to the number of policies that were to have been progressed, and the funding requirements associated with the implementation of these policies. The proposed Regional Policy Statement is directed at implementing a smaller, more specific and more targeted set of policies. Funding has been, and will continue to be set aside to ensure that these policies are incrementally implemented. This will of course involve a process of prioritisation, and to that end we will be looking to engage regularly with Councils within the region to assist in the determining which policies should be implemented ahead of others.

Topic: Transport - regional transport network planning

SummaryID 11922

Summary: Kapiti Coast District Council requests that, in accordance with its regional planning responsibilities and the recently signed Regional Triennial Agreement, Greater Wellington submit on expressway issues whenever possible.

Response: We will continue to advocate our regional plan policies whenever it is appropriate, recognising that local community issues are sometimes best addressed within local communities.

Topic: Transport - public transport services

SummaryID 11921

Summary: Kapiti Coast District Council supports the proposed Wellington Rail Package and is keen to be involved in the Regional Rail Plan review. Kapiti Coast requests that within 10 years Greater Wellington consider a new rail station at Raumati, noting that the new station will not affect travel time to Waikanae due to the closure of Muri Station.

Kapiti Coast welcomes the opportunity to participate in the Otaki public transport review utilising both good quality data and community feedback to create an improved, more flexible and responsive level of service that meets local needs.

Kapiti Coast District Council requests that Greater Wellington recognise that the Capital Connection is a daily inter-regional service that provides the only current passenger rail service link for Otaki residents to Wellington. Kapiti Coast also requests that Greater Wellington include provision of commuter rail services to Otaki in ongoing planning. It is understood that the estimated cost would be approximately \$22 million.

Kapiti Coast District Council welcomes the rail improvements to Waikanae but continues to have very serious concerns about inadequate Park and Ride facilities causing dangerous parking on the state highway and rail passengers using supermarket carparks. Kapiti Coast has undertaken its own Waikanae parking survey and the results will be shared with Greater Wellington together with a plan of proposed parking restrictions, including for Greater Wellington to:

- providing more parking
- encourage more carpooling and
- encourage more use of buses (similar to the recent Paraparaumu Beach to rail station service).

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

We're pleased to advise that we will be considering a new rail station at Raumati as part of a broader review of the programme of work on the Kapiti line once the new Matangi trains start operating from Waikanae.

We look forward to working with KCDC on the review of Otaki bus services. We are aware of the service provided by the Capital Connection and have supported its retention by KiwiRail. As you are aware, this is a commercial service and as such it is not funded by Greater Wellington. We agree that the Capital Connection provides the only daily passenger rail service between Otaki and Wellington, but would like to point out that we provide bus services that connect with the rail at Waikanae. In addition there are commercial bus services that can be used for travel between Otaki and Wellington.

Electrification of the rail service to Otaki is identified as a long term network enhancement project in the Regional Rail Plan at an estimated cost of \$30 million. It is unlikely that this project will be implemented for many years.

We look forward to working with KCDC to address parking concerns at Waikanae.

Topic: Parks and Forests - recreational, facilities and services

SummaryID 11925

Summary: Kapiti Coast District Council acknowledges Greater Wellington's ownership of extensive forest assets in the district and would like to work more closely with Greater Wellington to ensure adverse effects are avoided when logging work starts.

Response: The Council owns 180 hectares in the Maungakotukutuku block and a further 160 hectares in Whakatikei. The Maungakotukutuku block is scheduled for felling in 2018-19. The majority of Whakatikei has been successfully harvested with the remaining 80 hectares programmed for harvest in 2020.

All harvesting is carried out under contract and in accordance with the New Zealand Environmental Code of Practice for Plantation Forestry and the relevant District Plans. Any 'adverse effects' are managed according to these documents.

Topic: Parks and Forests - parks network planning

SummaryID 11924

Summary: Kapiti Coast District Council needs Greater Wellington to develop a cycle route through Queen Elizabeth Park between Paekakariki and Raumati South. This route has been identified through the District Council's Long Term Council Community Plan planning process repeatedly as a key safe cycle route to connect Paekakariki with the rest of the District.

Kapiti Coast District Council looks forward to the review of the Heritage Precinct in Queen Elizabeth Park, which has been commissioned by Greater Wellington.

Response: We look forward to continuing working with KCDC on both cycleway issues and the proposed heritage precinct within QE Park.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11927

Summary: Kapiti Coast District Council requests a budget allocated for the development a new Flood Protection Management Plan for the Mangaone Stream and an active maintenance programme put in place due to a number of urgent flooding issues which affect adjacent farms and properties as well as some potential inaccuracies in the Flood Hazard Mapping which need correcting.

Kapiti Coast District Council opposes deferring the review of the Otaki Floodplain Management Plan to 2013.

Response: Environmental Enhancement of the Waikanae River Corridor

Greater Wellington is proposing to include funding for practical help to both the Waikanae and Otaki Friends to help with restoration in its next LTP. The approval of this funding will, however, be dependant on overall affordability when compared to other priorities across Greater Wellington.

Flood Protection Infrastructure

We are proposing to review the flood protection investigations priorities for the region as a whole over the next 6 months and will include the need for a floodplain management plan for the Mangaone as part of that review. We have recently met with some of the Mangaone community and undertaken some maintenance work to ensure the channel is clear to convey the normal winter flows.

Otaki Floodplain Management Plan

We have had to consider our overall investigations programme when proposing to delay the Otaki FMP review and believe we can do this without affecting the level of service provided to the community. We are continuing with the implementation of the outcomes of the plan and are confident that the review, which is more of a technical

nature, will not unearth any issues that will significantly alter priorities for implementation.

Topic: Safety and Flood Protection - environmental enhancement of river corridors

SummaryID 11926

Summary: Kapiti Coast District Council supports the funding allocation for environmental enhancement of the Waikanae River corridor in the form of providing practical help to the Friends of the Waikanae River prepare and maintain restoration sites.

Response: Response provided under Safety and Flood Protection - floodplain management planning

Topic: Land Management - pest management

SummaryID 11928

Summary: Kapiti Coast District Council supports increasing spending on the Regional Possum Predator Control Programme but is uncertain that the existing level of possum control is adequate.

Kapiti Coast District Council recommends increasing the budget for possum control and that Greater Wellington work collaboratively and proactively on rabbit pest control, noting that rabbits are again becoming a major pest in rural areas and restoration sites.

Response: Greater Wellington (GW) are committed to mitigating the impacts of pest animals, including possums and rabbits, in the region under the Regional Pest Management Strategy 2002-2022 (RPMS).

GW have introduced an extensive Regional Possum and Predator Control Programme over the 19,200 ha that were declared bovine Tb free to maintain the gains achieved by that programme in the region. The Programme will expand in 2011/12 to account for areas that have recently achieved bovine Tb free status. Please note that this Programme, along with the Key Native Ecosystem programme, will be reviewed following the approval of the new Regional Biodiversity Strategy scheduled for mid 2011.

GW manages rabbits as a Suppression pest under the RPMS. Besides delivering direct control of rabbits on public commons and rabbit control service (on a cost recovery basis) to landowners/occupiers, GW regularly monitors rabbit populations in the region. Monitoring to date confirms that the calicivirus is still actively suppressing rabbits over most of the region. We will work landowners where hotspots occur. GW is working closely with other regional councils, the pest control industry and government departments to address rabbit problems across the country.

Topic: Land Management - biodiversity

SummaryID 11929

Summary: Kapiti Coast District Council supports the creation of a Biodiversity department and looks forward to the publication of a Regional Biodiversity Strategy and Regional Biodiversity Monitoring Plan, noting that comprehensive 'state and trend' monitoring of the region's biodiversity is needed to inform management and provide a scientific basis for reporting.

Kapiti Coast District Council states that if biodiversity monitoring shows Greater Wellington is failing to meet its statutory responsibility to maintain indigenous

biodiversity as a matter of national importance, budgets should be raised to ensure maintenance is achieved.

Response: The submitter's support for the creation of a Biodiversity Department within Greater Wellington and the proposed Regional Biodiversity Strategy is noted.

Topic: Community - democratic services

SummaryID 11930

Summary: Kapiti Coast District Council recommends that the links between Local Authority Disability Reference Groups and the Greater Wellington Disability Reference Group are strengthened, both at the group level and at the staffing level, so that work programmes for the groups can be aligned.

Response: The Council established the Greater Wellington Accessibility Reference Group at the start of this triennium to provide guidance and opinion on accessibility issues to Greater Wellington. The group's membership includes representatives from each of the disability reference groups operating throughout the region. This assists in ensuring that the group can be made aware of local issues relevant to Greater Wellington's responsibilities, and that the group's activities, where practicable, can complement initiatives taking place at the local level.

Topic: Finance - rates

SummaryID 11923

Summary: Kapiti Coast District Council has concerns about the formula used to calculate the transport rate, particularly equity issues in relation to Otaki. It is unclear whether the capital investment in the Northern Main Trunk Line will be allocated across the region or only to the Kapiti Coast. If the latter, it will mean that Otaki will be paying increased rates for a reduced level of service as things stand at present.

Response: The capital investment in the NIMT line has been largely met from government subsidies. The local contribution is allocated as part of the rail network on a region wide basis. Rather than being penalised, Otaki residents have had the advantage of much easier access to the rail network with the extension of services to Waikanae.

Submitter: Sue Johnson

Submission Number: 240

Organisation: Otaki Community Board

Topic: Transport - public transport services

SummaryID 11931

Summary: The Otaki Community Board remains adamant that the Greater Wellington has a responsibility to ensure that the Otaki ward community has access to adequate public transport services. Key issues include:

- the isolation of the community from key services
- the number of people who are on a low or limited income
- the unique nature of the town.

The Otaki Community Board supports the public transport services review and looks forward to a quality of analysis which recognises the major underpinning strategic issues.

The Otaki Community Board also requests a clear focus on the viability of the Capital Connection service when working with other stakeholders to ensure an on-going service as it is the only rail service provided to Otaki residents.

Response: We look forward to working with the Otaki Community Board on the review of Otaki bus services. We are aware of the service provided by the Capital Connection and have supported its retention by KiwiRail. As you are aware, this is a commercial service and as such it is not funded by Greater Wellington. We agree that the Capital Connection provides the only daily passenger rail service between Otaki and Wellington, but would like to point out that we provide bus services that connect with the rail at Waikanae. In addition there are commercial bus services that can be used for travel between Otaki and Wellington.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11932

Summary: The Otaki Community Board opposes deferring the review and development of a new Otaki Flood Management Plan because 2011/12 presents an opportunity for integration with the Kapiti Coast District Council work.

The Otaki Community Board commends Greater Wellington for the work undertaken with groups such as the Friends of the Otaki River and supports the continuation of this kind of initiative.

Response: Greater Wellington has considered all our flood protection investigation priorities when proposing to defer the review of the Otaki FMP. We believe we can defer the review without affecting the level of service provided to the community. We are continuing with the implementation of the outcomes of the plan and would not expect the review, which is of a more technical nature, to affect the priorities for implementation within this time frame. We are working closely with the Kapiti Coast District Council on the implementation of the plan and particularly where our plan links with the stormwater project currently under way by KCDC.

Submitter: Tamsin Somerville

Submission Number: 241

Organisation: Upper Hutt City Council

Topic: Transport - public transport services

SummaryID 11945

Summary: Upper Hutt City Council requests that the Upper Hutt rail transport terminal be upgraded as a priority because it is the 5th busiest station in the region and there are several safety and public amenity issues that need to be resolved.

Upper Hutt notes that 15 new bus shelters will be installed across the region and advocates that the number of shelters in Upper Hutt be increased in order to attract more passengers to the public transport network.

Upper Hutt supports the high priority of public transport spending.

Response: Greater Wellington has provided some funding as part of the Regional Rail Package for station and car park improvements and extensions, and will be going through a prioritisation process before allocating funding to particular projects. You can be assured that improvements to Upper Hutt station will be considered as part of the process.

We note your request for more bus shelters to be installed in Upper Hutt, but note that again this will be subject to a regional allocation process.

Thank you for your support of the high priority given to public transport expenditure. We believe that the investment is necessary for the economic, social and environmental well being of the region.

Topic: Water - planning for future demand and supply

SummaryID 11946

Summary: Upper Hutt City Council supports the decision to defer the design of the Upper Hutt aquifer development until at least 2012/12 in order to allow investigations into a third storage lake at Kaitoke to be completed.

Response: Your comments and support are appreciated regarding the Upper Hutt aquifer development.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11947

Summary: Upper Hutt City Council support the completion of the joint Pinehaven Floodplain Management Plan.

Response: Thank you for your support of the joint initiative between the two Councils to prepare a floodplain management plan for the Pinehaven Catchment. We look forward to completing this phase of the work in the next financial year.

Topic: Regional Sustainable Development - Wellington Regional Strategy

SummaryID 11948

Summary: Upper Hutt City Council looks forward to participating in the review of Grow Wellington, with a particular focus on the funding allocation and the regional development structure

arrangement.

Response: Noted.

Topic: Finance

SummaryID 11949

Summary: Upper Hutt City Council questions the rationale behind prioritising a new Greater Wellington office in Masterton.

Response: The Masterton office services the Wairarapa district and also serves as a disaster recovery base and business continuity base for Greater Wellington.

Topic: Finance - rates

SummaryID 11944

Summary: Upper Hutt City Council opposes the proposed 6.79% rates increase for Upper Hutt residents, stating that in the current economic climate this increase is unduly high.

Upper Hutt supports increased examination of Greater Wellington's proposed projects and operating budgets to ensure affordable, cautious and reasonable spending is proposed.

Upper Hutt is very concerned about the equity of distribution of Greater Wellington expenditure items as very few are specific to Upper Hutt.

Response: Thank you very much for your submission. Greater Wellington has prepared an Annual Plan that it believes best balances the need for fiscal constraint in these tough economic times, whilst still providing those essential services demanded by ratepayers. The Upper Hutt increase of 6.79% is largely driven by the portion of targeted rates, especially in the area of flood protection and transport, that are allocated to Upper Hutt.

Submitter: Don S. McDonald

Submission Number: 242

Organisation:

Topic: Transport - public transport services

SummaryID 11881

Summary: The submitter has a number of concerns about Wellington buses:

- poor customer service from Go Wellington - they do not reply.
- want ads on windows removed
- glass partition interxx pole danger as cannot steady yourself
- snapper only gets 28 day pass
- timetables and congestion
- not see rti

Response: We note from your submission that you have a number of concerns about Wellington buses. If you are unable to get responses from GO Wellington we suggest that in future you lodge you complaints on the Metlink website. The advertisements on bus windows generates revenue - if they were removed then fares and/or rates would need to be increased.

Real time information is to be progressively rolled out across the region. GO Wellington buses are currently on the system and their movements can be viewed on the Metlink website. Street signs are about to be installed at key stops within the city.

Submitter: H Pohl

Submission Number: 243

Organisation:

Topic: Transport - public transport services

SummaryID 11882

Summary: The submitter is very happy for rates to fund improvements to the rail system as it is an important investment in the future and better than roads.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Submitter:

Submission Number: 244

Organisation:

Topic: General comments

SummaryID 11883

Summary: The submitter believes it is a waste of time submitting as we do not take a blind bit of notice.

Response: No response prepared as no contact details provided.

Submitter: L MacLennan

Submission Number: 245

Organisation:

Topic: Finance - rates

SummaryID 11884

Summary: The submitter believes we should focus on water, transport and earthquake readiness and reduce spending in other areas so debt is not so high. The submitter notes it is interesting that Hutt City's rates are so much higher than Wellington City.

Response: Thank you for your response. You note that the two Hutt cities' rates are higher than Wellington. This is because targeted rated rates such as river management and transport fall more to the two Hutt cities than to Wellington city residents as they are the direct beneficiaries of the spending.

Greater Wellington Regional Council seeks to manage its debt level prudently. The majority of the debt is in the areas you note in your submission as priority. The Council uses debt to fund long term assets, this is considered a fair way of spreading the cost across the life of the asset, and thus charging those who enjoy the benefit of the services.

Submitter: Benjamin Mallett

Submission Number: 246

Organisation:

Topic: Transport - public transport services

SummaryID 11886

Summary: The submitter broadly supports the proposed regional rail package, but views refurbishment of the Ganz Mavag units as only a stop gap measure.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region. We note your view that the refurbishment of the GanzMavag units is a stop gap measure. We believe that the life of these units can be extended by 15 years, but that a fleet replacement programme is required after that time.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11885

Summary: The submitter questions why light rail options, water strategy and climate change strategy have not been finalised as haste is of the essence. The submitter supports alternative measures of wellbeing to GDP and sees this as important.

Response: We are about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. Any significant upgrading of our current bus-based network is expected to happen in the medium to long term.

The water and climate change and water strategies are progressing. Some delays

have occurred as we seek to align our work with that of the local councils in the region.

Support for the regional GPI is noted.

Submitter: Jeremy Macey

Submission Number: 247

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11887

Summary: The submitter supports Greater Wellington's key projects especially involvement in public transport policy which has seemed fragmented. The submitter asks if Greater Wellington can stop the flyover at the Basin Reserve being pushed through without public consultation.

Response: While the transport policy may appear fragmented, there is a structure for this planning. The regional transport agenda is set through a series of plans. The Regional Land Transport Strategy sets the vision and overall approach and goals for the network. We also have a series of corridor plans and other plans (walking, cycling, freight, safety) that set out how we will implement our strategy, including listing projects and the expected timing of those projects. The link to the regional transport planning documents on Greater Wellington's website is <http://www.gw.govt.nz/rfts/>

The Basin Reserve improvements are included in one of our regional transport plans - the Ngauranga-Airport Corridor Plan. The NZ Transport Agency is currently preparing to consult with the Wellington community on its preferred options for the improvements. This should happen mid 2011.

Topic: Transport - public transport services

SummaryID 11888

Summary: The submitter thinks the rail proposal is great as:

- it is an investment for the long term
- of wide benefit to the community
- oil prices are high

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Submitter: C Walker

Submission Number: 248

Organisation:

Topic: Transport - public transport services

SummaryID 11890

Summary: The submitter believes the progress of the rail renewal and updating could have been a greater allocation of resources. It's conclusion appears to be continuously extended and unnecessary faults become apparent.

Response: We note your view that the allocation of resources to the rail renewal and upgrades could have been greater to enable earlier completion of the work. This may have been the case if the network was shut down for an extended period of time to enable work to occur. However the reality is that the work is constrained by the need to provide a continuous service with limited outages throughout the renewal and upgrade programme. In addition, there is a shortage of skills in some areas such as signalling that limits the speed at which projects progress.

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11889

Summary: The submitter would prefer to have the Waiwhetu and Hutt River floodplain management information speeded up.

Response: Greater Wellington believes it has set a rate of implementation for the Hutt and Waiwhetu Floodplain Management Plans that is affordable for the Hutt community. In addition to this our recent experience with the consultation for the Boulcott Stopbank project has shown that the community needs time to consider the impacts of such significant infrastructure projects to ensure the right outcome is achieved.

Topic: Finance - rates

SummaryID 11891

Summary: The submitter notes the Hutt Valley charges are at the top end of area increases. The submitter suggests further media examination and reporting is overdue.

Response: Thank you for your submission.

Submitter: Ken Jackson

Submission Number: 249

Organisation:

Topic: Safety and Flood Protection - floodplain management planning

SummaryID 11892

Summary: The submitter seeks allowance for accurate surveying of the flood and erosion plans for Coast Road, Wainuiomata as the submitter believes the current ones are inaccurate and inconsistent.

Response: The Hutt Valley Floodplain Management Subcommittee will be considering options for updating the Wainuiomata River Flood Hazard information at its meeting in June 2011. This will then be reported to full Council for a decision on the extent of the update required and making the appropriate funding available. In making this decision Council will have to consider its other Flood Protection priorities as well as wider Councils funding priorities. Until such time as the extent of work and budgets are known it will be difficult for Council to make any specific funding provision. However, we can assure residents that Council takes its Flood Protection responsibilities very seriously. We currently have a substantial flood mitigation improvement programme in place and are continuing to support this programme even in these tight economic times.

Submitter: Linda Bair

Submission Number: 250

Organisation:

Topic: Transport - regional transport network planning

SummaryID 11893

Summary: The submitter believes bus improvements should be pursued over light rail, specifically creating a bus hub at Courtney Place with a shuttle service to the railway stations so buses are not delayed going through the CBD.

Response: We are currently reviewing the design of bus services in Wellington, and one of the options we are considering is using hubs to improve the flow of buses through the Golden Mile. This review may result in some changes in the short term.

We are also about to start a major study investigating the feasibility of light rail and other high capacity, high quality public transport options for the Wellington City public transport spine. This study was signalled in the Ngauranga-Airport Corridor Plan and follows the route between the Wellington Railway Station and the regional hospital. The study is looking medium to long term.

Submitter: Mrs Louise Cleghorn

Submission Number: 251

Organisation:

Topic: Transport - public transport services

SummaryID 11895

Summary: The submitter does not object to subsidising public transport, but wishes a good service was available especially as fuel will be prohibitively expensive in the future.

Response: Thank you for your support of the subsidies for public transport services. We are looking to improve services, particularly rail services, as we agree that these are not currently satisfactory. We are working together with KiwiRail to make improvements, some of which are already providing benefits to users, such as the third line into Wellington station. New Matangi trains are now operating on the network and more will be progressively phased in as they become available over the coming months. We also propose to refurbish the GanzMavag fleet to improve reliability and passenger comfort.

Topic: Water - infrastructure

SummaryID 11894

Summary: The submitter questions whether earthquake strengthening of the Te Marua lakes will in fact increase the danger due to the increased water pressure. The submitter is also concerned that this will affect the quality of aquatic life in the Hutt River which is already under threat.
The submitter also wants fluoride removed from the water supply.

Response: Your comments on the Stuart Macaskill Lakes, the quality of the aquatic life in the Hutt River and the addition of fluoride are noted. Greater Wellington takes very seriously its responsibilities for ensuring the safety of its infrastructure. The strengthening work on the Stuart Macaskill lakes is being managed by the lakes designers who are the most qualified to carry out such work. The small increase in lake level will have no impact on the safety of the lakes. The additional volume stored in the lakes will have no effect on the Hutt River as the lakes are only filled when there is excess water available at Kaitoke weir. With regard to fluoridation. All water sourced for water supply within the Wellington area contains a natural level of fluoride and Greater Wellington Regional Council, upon advice from the Ministry of Health (MoH), increases the fluoride level to achieve the guideline value set by the Drinking Water Standards of New Zealand. In response to the 2010 submissions on fluoridation Greater Wellington requested feedback from the MoH regarding their policy and guidelines for the fluoridation of water supplies and the evidential basis for the fluoride levels set in the Drinking Water Standards.

In terms of policy the MoH; 'strongly recommends water fluoridation as a safe, effective and affordable way to improve and protect oral health across the population. This position is adopted on the basis of a large body of historical and current research that confirms the safety of water fluoridation, within certain parameters.'

In May of this year the Medical Officer of Health Dr Stephen Palmer presented* to Greater Wellington the views of the District Health Board regarding recent publicity and current research about the risks and benefits associated with water fluoridation. These views were very much supportive of the MoH's policy and recommendations. It is in light of this information that Greater Wellington, by agreement with the City Councils, will continue its policy of water fluoridation for the cities of Upper and Lower Hutt (excluding Petone), Wellington and Porirua.

* A similar presentation and other fluoride information can be found on the MoH website, (<http://www.moh.govt.nz/moh.nsf/indexmh/fluoride-resource>)

Topic: Finance - rates

SummaryID 11896

Summary: The submitter does not object to regional rates, but suggest there needs to be a continuing transparency as to whether they should increase. The submitter notes that people of fixed incomes are having a hard time paying the existing rates, so extra needs to provide real gains rather than money for mere salary increases.

Response: Thank you very much for your submission. Greater Wellington has proposed a Plan that it believes best balances the need to keep rate increases to a minimum, while meeting the demand for essential services that improve the wellbeing of citizens.

Greater Wellington notes your concerns on salary increases and aims to manage any such increases carefully. Remuneration is set using market data in order to attract and retain competent staff.

Submitter: Shirley Allen

Submission Number: 252

Organisation:

Topic: General comments

SummaryID 11897

Summary: The submitter believes it is important to keep on track with all forward thinking plans for water and transport, particularly rail and bus plans.

Response: We noted your comments regarding the importance of keeping on track with all forward thinking plans for water and transport, particularly rail and bus plans.

Submitter: Graham Howell

Submission Number: 253

Organisation:

Topic: Transport - public transport services

SummaryID 11898

Summary: The submitter requests that Greater Wellington and other local authorities fully fund public transport so that users need not pay fares.

Response: We note your request that public transport be fully funded by Greater Wellington and other local authorities so that users do not need to pay fares. Our current policy is that users should contribute 45-50% of the total cost of providing the services, which we believe is a fair contribution given the direct benefits they receive from using the services.

Submitter: Liz Springford

Submission Number: 255

Organisation:

Topic: Transport - encouraging sustainable transport choices

SummaryID 11934

Summary: The submitter opposes cuts to programmes that help businesses reduce their emissions and household travel surveys.

The submitter supports student environmental awareness programmes and school travel plans but notes that these programmes and plans require timeframes and a strategic direction, specifically:

- how soon should all Wellington region schools have effective travel plans?
- how many need to be funded each year?
- what about major workplaces?
- who to target first?
- what percentage of coverage by when?

Response: Details on our sustainable transport activities are set out in the Regional Travel Demand Management Plan - see <http://www.gw.govt.nz/assets/Transport/Regional-transport/RLTS/RegionalTDMPlan2009.PDF>

We have not cut our sustainable transport programmes and we continue to support businesses and communities, as well as schools, to make sustainable transport choices. We have over the past couple of years changed our approach from formal travel planning with businesses to providing a "toolbox" approach because we have found this to be more useful to businesses. Our schools programme has remained focused on school travel plans.

Topic: Transport - public transport services

SummaryID 11933

Summary: The submitter supports the proposed Regional Rail Package.

Response: Thank you for your support of the Regional Rail Package. We believe that it will deliver positive benefits for the region.

Topic: Water - planning for future demand and supply

SummaryID 11936

Summary: The submitter supports actively encouraging households and businesses to invest in rainwater collection in order to reduce Greater Wellington's need to invest in additional water supplies such as the Kaitoke reservoir (and the substantial cost of electricity required to pump water across the region), improve community resilience in disaster scenarios and reduce flooding impacts. The financial advance for household insulation that is then paid off through targeted rates is an excellent initiative that could be extended to rainwater tanks with multiple benefits from widespread uptake. The submitter believes there is a need for community resilience where each suburb or rural district is able to manage many of their basic needs easily over a short term.

Response: Your comments investment in rainwater tanks as opposed to storage lakes are noted. Greater Wellington recognises that private water supplies have significant benefits in the event of an earthquake and is currently investigating the use of household water storage for emergency purposes, however, for the purpose of coping with a drought

situation private water storage is neither an economical or reliable substitute for bulk storage and delivery of potable water which is why options for additional storage capacity is being investigated.

Topic: Regional Sustainable Development - regional resilience

SummaryID 11935

Summary: The submitter believes that Greater Wellington needs to prioritise the creation of climate change adaptation scenarios to guide how the region will react to changing climate and weather patterns due to the absence of sufficient effort at a global and national level. The submitter states these scenarios need to integrate all activity areas towards desired community outcomes in a way that minimises resource demand, increases supply (water, transport) only in the most energy efficient manner and changes regional land use in order to adapt to and mitigate changing circumstances (drought, flooding, land slips, and others).

To that effect the submitter asks what commitment Greater Wellington has to:

- emissions reduction across the region and over what timeframe – both operational and enabling household, business and industry emission reductions?
- does this align with best scientific evidence as to the size and speed of emissions reductions required?
- do emissions safety levels align with other safety levels which Greater Wellington adheres to?

Response: We agree that climate change is an issue that needs to be taken seriously. We are currently investigating the region's vulnerability to climate change - pulling together the information that exists from the relevant agencies, and working to fill the gaps in our knowledge. There are a number of pieces of work that have recently been completed, or are currently being worked on. For example, we have engaged NIWA to develop storm surge inundation and coastal vulnerability maps for the region. This work will take into account a range of sea level rise scenarios. This mapping will be used in conjunction with Sea Level Rise information in Greater Wellington's flood protection modelling. We also work with the local councils in the area of climate change and natural hazards, as land use planning controls are their responsibility.

Greater Wellington is committed to reducing our emissions through a Climate Change Mitigation Corporate Action Plan, which has been in place since 2008. The Action Plan sets emission goals for the organisation to reduce our corporate emissions by 41% by 2050.

To assist households to reduce their emissions, Greater Wellington is participating in the Energy Efficiency and Conservation Authority's home insulation and clean heating scheme by providing financial assistance of up to \$2,600 per ratepayer to help fund the remaining cost of home insulation and clean heating over and above the grant provided by EECA. We also encourages people to think about, and make sustainable transport choices – walking, cycling, taking public transport, teleworking or carpooling to and from work. We promote sustainable transport choices by co-ordinating annual regional events such as World Car-free Day, as well as Walk to Work and Bike to Work days, and the Feet First Walk to School Every Week programme.

While we work with businesses where possible to develop workplace travel plans, Greater Wellington is not able to regulate emissions of greenhouse gases as part of its resource management function.

Submitter: Tony Randle

Submission Number: 256

Organisation: Johnsonville Progressive Association (JPA)

Topic: Transport - regional transport network planning

SummaryID 11940

Summary: The Johnsonville Progressive Association queries where the Hutt Road bus lanes proposal has gone, noting that it was proposed in both the North Wellington Public Transport Study and the Airport to Ngauranga Study but absent in any other plans (and was not addressed by the Triangle Study).

The Johnsonville Progressive Association notes that poor coordination between Greater Wellington and the Wellington City Council continues to be a major issue. For example, the proposed new Kate Sheppard Interchange building was notified to the Wellington City Council but it appears, from the application documentation, that Greater Wellington was not involved in the preliminary analysis on appropriate building requirements and design at this critical public transport hub.

The Johnsonville Progressive Association supports the improved public transport corridor through the CBD and looks forward to being as involved as possible in the CBD Public Transport Spine Study.

Response: The Hutt Road bus lanes proposal is being progressed by Wellington City Council. It is working with the NZ Transport Agency as it investigates and designs the Ngauranga-Aotea peak period shoulder lanes project. These two projects are a package in the Ngauranga-Airport Corridor Plan.

We do not believe there is poor coordination between ourselves and Wellington City Council. We are working with the City through the application process for the proposed new Kate Sheppard Interchange building.

We note the Progressive Association's support for the improved public transport corridor through the CBD and look forward to the Association's involvement with our study.

Topic: Transport - public transport services

SummaryID 11937

Summary: The Johnsonville Progressive Association opposes the proposed Regional Rail Package because it is not properly justified and the rail station ownership is not a planned priority project in the Long Term Council Community Plan 2009-19.

There continues to be too little transparency on the details of how Greater Wellington plans to deal with public transport pressures, noting that the lack of information removes ratepayer ability to provide informed comment on the proposed plan and supporting expenditure.

The Johnsonville Progressive Association perceives a serious conflict of interest with Greater Wellington being both a public transport funder and public transport operator/consumer of funds, noting that Greater Wellington may no longer consider more effective bus-based public transport options because they may cause already marginal rail services to fail. It is further stated that Greater Wellington is also a major public transport service operator, its role as an independent funder is compromised and the public can no longer be sure that proposals are in the best interests of the community.

The Johnsonville Progressive Association opposes increases in bus fares as:
- unjustified since bus users currently pay more than 50% of the costs and will continue to do so without a fare increase
- unfair by enabling rail commuters to pay less despite bus commuters having received little investment while rail gets new trains and improved facilities and services.

The Johnsonville Progressive Association strongly opposes any fare increase for the City Zone or Zones 1 through 3.

The Johnsonville Progressive Association notes the draft Public Transport Plan does a reasonable job of finally bringing all public transport planning into one place, although it is difficult to understand why the Johnsonville Rail Line is rated as Rapid Transit while North Wellington Bus Services only as Quality when the former only carried half the patronage, with half of the coverage of the latter.

Response: We note your opposition to the proposed Regional Rail Package, but note that submissions of support significantly outnumber submissions in opposition. The Annual Plan is only one mechanism that sets out Greater Wellington's plans to deal with public transport pressures - other documents include the Regional Public Transport Plan, the Regional Rail Plan and the Regional Land Transport Strategy.

Greater Wellington does not agree that it has a serious conflict of interest as a funder and infrastructure provider of public transport. Our intention is always to provide the best value for money for all - users, ratepayers and taxpayers - in fact this is a legal obligation if we want to continue to receive subsidies from the government. As all of the public transport expenditure is heavily subsidised by the government, there is independent scrutiny by the New Zealand Transport Agency.

As we have pointed out in previous years, bus users have benefited from new investment in the trolley bus overhead network and the provision of a new fleet of trolley buses. Currently our fare policy is zone based, not mode based, and fares are set so that users contribute 45-50% of the total cost of providing the service.

Details of how the proposed fare increase will be structured are still under development, but a preferred option was set out in a report to council that can be found at http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2011_49_1_Report.pdf.

Thank you for your comments on the draft Regional Public Transport Plan. If you have any concerns with the plan we suggest that you make a submission when it is publicly released over the coming months.

Topic: Transport - public transport services

SummaryID 11938

Summary: The Johnsonville Progressive Association states that the proposed 2011/12 Annual Plan does not properly inform ratepayers of key initiatives and notes requested detailed information has not been provided, noting that the overall impression is that Greater Wellington fails to be open to providing information; fails to justify key proposals for the proposed Regional Rail Package and potentially fails to be fair to the community in its proposed Public Transport Fare and Transport Rate changes.

Response: We reject your assertion that the 2011/12 Proposed Annual Plan does not properly inform ratepayers of key initiatives and have made information available except where there are grounds for withholding under the Local Government Official Information and Meetings Act 1987. Key benefits of the proposed Regional Rail Package are clearly

set out in the Message from the Chair. The Proposed Plan is very clear about the rates and fare increases being proposed, enabling the community to provide their views as submissions on the Plan.

Topic: Finance - rates

SummaryID 11939

Summary: The Johnsonville Progressive Association notes an initial view that the Transport Rate calculation for bus and ferry services is very different from the calculations for rail services and that it also appears that Wellington City CBD Business Ratepayers are funding a major part of bus services in the Hutt Valley, Porirua, Kapiti and the Wairarapa for some reason.

The Johnsonville Progressive Association wishes to comment in more detail on the fairness or otherwise of Greater Wellington's approach Transport Rate calculation and whether the proposed transport rates increase is supported at oral submissions.

Response: You are correct in your view that there are differences in the funding of bus, ferry and rail services. The funding is allocated in accordance with Greater Wellington's Revenue and Financing Policy which forms part of the 10-Year Plan 2009-19. Under the policy 20-25% of the inter-district costs are borne by the Wellington CBD, and where bus services are connected to the rail network, the costs are allocated as part of the rail or inter-district costs.

The policy notes that people travelling to and from the CBD are a major cause of congestion. Travel statistics show over 30% of peak hour travel movements in the region are to the CBD. Therefore, a proportion of congestion costs are charged directly to the CBD.

As noted in the Proposed Annual Plan, we propose to review the transport rate formula as part of a review of the funding and financial policies in the next 10-Year Plan. We will endeavour to make the policy as clear and transparent as possible.

Submitter: Michael Grace

Submission Number: 257

Organisation: Positively Wellington Tourism

Topic: Transport - regional transport network planning

SummaryID 11943

Summary: Positively Wellington Tourism supports the connected communities outcome and Greater Wellington's initiatives to provide and maintain high-quality secure public transport infrastructure, and planning for roads, walkways and cycleways. It is noted that without strategic investment the region's road and public transport systems Wellington's, and indeed New Zealand's, tourism potential is significantly hampered.

Positively Wellington Tourism supports Greater Wellington's initiatives to advance, and ultimately establish an internationally renowned cycleway noting the economic and social benefits to the Wellington region by offering a nationally significant cycleway, and one that is included within the National Cycleway Network.

Response: Support is appreciated.

Topic: Transport - public transport services

SummaryID 11942

Summary: Positively Wellington Tourism supports Greater Wellington's continued public transport planning and funding for services related to the 2011 Rugby World Cup, noting that while the Cup offers short term opportunities the longer term benefits of the tournament will be in the implementation of strategic initiatives.

Positively Wellington Tourism asks Greater Wellington to consider improving the rail service frequency between Wellington and the Wairarapa particularly during off-peak (evening) and weekend times because Wairarapa is an important selling point in international marketing initiatives.

Response: Thank you for your support for continued public transport planning and funding for services related to the 2011 Rugby World Cup. We note your request for additional off-peak (evening) and weekend rail services to the Wairarapa. We will be reviewing Wairarapa public transport services in the coming year. However, the cost of running the rail service is high and the availability of rolling stock is limited, so at least in the short term the emphasis is likely to remain on providing peak time capacity.

Submitter: Jeremy Harding

Submission Number: 261

Organisation: Wellington Employers' Chamber of Commerce

Topic: Resource Management - Wairarapa Water Use Project

SummaryID 11951

Summary: The Wellington Employers' Chamber of Commerce supports the feasibility study for the Wairarapa Water Study. Water is an increasingly valuable resource for the region and the proposed storage lake will alleviate shortages and contribute to the region's economic development.

Response: Thank you for your support for the Councils investment in the Wairarapa Water Use project. We believe that this project has the potential to allow for the sustainable long term management of the water resource in the Wairarapa, and can also deliver significant economic benefits for the region if the harvesting of water and any associated land use change can be sustainability managed.

A strong structure is in place to manage this project with a Leadership Group made up of the Greater Wellington Chair and Wairarapa member, Wairarapa Mayors, Mana Whenua iwi, environmental and irrigation representation already well established. Greater Wellington has a dedicated project manager in place to ensure that the many work streams associated with this project are coordinated and progressed during the coming year.

Topic: Transport - public transport services

SummaryID 11953

Summary: The Wellington Employers' Chamber of Commerce has three major concerns with the Regional Rail Package:

- not enough information is provided in the plan to make consultation meaningful
- the ongoing cost of providing the rail service
- whether rate-payers should be contributing as much as they are.

The submission notes that it is not clear at all that Wellington rate-payers or rail users will be better off under the new model than they are under the status quo and or alternate options.

The Chamber fully supports sound passenger transport in Wellington – including rail - but the merits of the extent of Greater Wellington's funding of passenger rail is increasingly open to question.

There are also questions about Greater Wellington's perceived neutrality when it is the funder of regional passenger transport yet an owner of rail operations. Rail ownership will exacerbate criticisms that buses and trains are on an uneven playing field in Wellington due to the cross-subsidisation of rail fares by bus users.

The Chamber recommends that Greater Wellington and the government should look at road pricing options such as charging vehicles according to use of roads and time of day to make rail more economic relative to car travel as this would be a fairer and more rational approach to supporting rail.

Response: We note your concern about the level of information about the proposed Regional Rail Package. The Package represents a high level agreement between Greater Wellington and the Government, with details still being worked through. However, even at the high level we believe that it represents a sensible way forward when the alternatives are considered. The Package has emerged as a result of more than 12 months discussions with the Government and KiwiRail about how to complete outstanding projects like the refurbishment of the GanzMavag trains and deferred network renewals, while delivering a value for money rail service in a sustainable manner over the long term.

We reject any suggestion that we have a conflict of interest as an owner of rail infrastructure and a provider of public transport. In any case, we have an obligation to provide value for money for users, ratepayers and taxpayers, and we are subject to independent scrutiny by the New Zealand Transport Agency. We provide a network of public transport services and reject the notion of cross subsidies between rail and bus.

We agree that road pricing offers a useful alternative to rating as a means of funding public transport. We have lobbied for this in the past and it remains one of the matters for on-going discussion with the Government.

Topic: Regional Sustainable Development - Warm Greater Wellington

SummaryID 11952

Summary: While not opposed the Government's home insulation scheme itself, the Wellington Employers' Chamber of Commerce questions whether Greater Wellington's involvement is legitimate core business.

Response: Greater Wellington's involvement has many benefits for the region and its ratepayers. The benefits of warmer homes and cleaner air are well documented and assist in the region's overall resilience.

Greater Wellington is also very conscious of increased costs and decided to charge only the ratepayers who take up the scheme, the costs of this scheme.

Topic: Finance - rates

SummaryID 11950

Summary: The Wellington Employers' Chamber of Commerce considers the 4.58% increase to be too high – especially in the current tough economic climate.

The Wellington Employers' Chamber of Commerce appreciates that Greater Wellington has managed to keep the “business as usual” rates increase down to

1.98%, however not enough information is provided to know if this reflects appropriate cost reduction or a reduction in services.

Overall there remains a concern at the high cost and extensive scope of Greater Wellington's activities, and the Wellington Employers' Chamber of Commerce encourages the finding of efficiencies necessary to reduce this burden to rate payers before the Annual Plan is finalised.

The Wellington Employers' Chamber of Commerce remains concerned that rating differentials disadvantage business relative to other sectors.

The Wellington Employers' Chamber of Commerce recommends that Greater Wellington consider selling non-core assets to free up investment for much needed infrastructure.

Response: Thank you for your submission. Greater Wellington has prepared a plan that it believes best balances the demand for minimal rate increases with the demand for essential services. (incomplete)