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Committee Ngauranga to Wellington Airport Hearings  
Subcommittee  
Author Joe Hewitt Manager, Transport Strategy  
Development

## Recommended changes to the draft Ngauranga to Wellington Airport Corridor Plan

### 1. Purpose

To outline to the Hearings Subcommittees the recommended responses to the draft Ngauranga to Wellington Airport Corridor Plan resulting from the consideration of submissions and to seek approval of a final draft plan that will be forwarded to Wellington City Council, Greater Wellington and the New Zealand Transport Agency prior to consideration by the Regional Transport Committee.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

Greater Wellington Regional Council, Wellington City Council and Transit New Zealand<sup>1</sup> and have jointly undertaken a strategic study of the corridor which aimed identify the major transport issues throughout this corridor and the most appropriate methods for addressing those issues. The plan development has followed the following process:

- Phase 1 of the study identified issues for the corridor and was completed in May 2006.
- Phase 2 proposed options to address the issues and was completed April 2008.

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<sup>1</sup> Now the New Zealand Transport Agency (NZTA) from 1 August 2008.

- Phase 3 involved the development of a proposed corridor plan, which was released for consultation during June 2008. Submissions closed on 23 July.

The Regional Land Transport Committee established the Ngauranga to Wellington Airport Corridor Plan Hearings Subcommittee to consider the submissions, including the hearing of oral submissions, and recommend amendments to the draft plan as considered appropriate. A final draft plan will be produced. Comment on the final draft plan will be sought from the three project partners prior to adoption of a final corridor plan by the Regional Transport Committee in October 2008.

## **4. Comment**

The Subcommittee has received copies of the 558 written submissions and will provide opportunity to hear 68 oral submissions. It has also received separate reports on the matters raised in submissions and on a specifically commissioned public consultation survey.

### **4.1 Overall support**

Feedback on the draft corridor plan has been generally supportive of the vision and the identified measures. From a strategic viewpoint submissions canvassed the range of issues covered by the corridor plan but did not identify any new matters. The market research undertaken by Research New Zealand showed almost three quarters of residents were supportive of the draft plan at least to some extent. There was slightly more support in the surveyed business community.

### **4.2 Timing**

Many submissions sought changes to proposed timing of measures, with many arguing for advancement of passenger transport, walking and cycling measures and deferral of roading investments. Overall, submissions expressed disappointment with the recommended pace of the plan saying it was not bold enough. Many endorsed the staged development of the passenger transport corridor.

Land Transport New Zealand and others supported the accelerated development of the passenger transport spine and requested that the scheme assessment shown in the 5-10 year period be advanced into the first five years. This request is aligned with the clear signals in the newly published New Zealand Transport Strategy 2008 and the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19. Both these documents were released on 5 August 2008.

Wellington Airport Ltd and generally residents of the eastern suburbs advocated for the scheme assessment of the second Mt Victoria Tunnel and Ruahine St / Wellington Rd widening to be advanced.

The project team considered timing issues carefully and concluded that the timing shown in the draft plan was appropriate given the significant uncertainty

that exists around future transport demands, particularly over the short term. This thinking is set out in the draft plan but attracted little comment in the submissions. The plan's monitoring and review processes are the mechanisms that will trigger advancement or deferral of measures in response to needs and clearly apparent trends.

The Subcommittee may consider it appropriate to recommend changes to the timing shown for some measures.

#### **4.3 Requests for more detail**

Many submitters asked for more detail particularly for walking, cycling and passenger transport improvements. Detailed matters raised by submitters are below the scope of the high level corridor plan but will need to be addressed as projects and packages are developed for implementation.

It is noted that Wellington City Council has recently approved draft Walking and Cycling policies that will be advertised for public submissions in late August. City Council officers advise that these policies are expected to receive final approval by the end of 2008.

#### **4.4 Recommended changes**

The Subcommittee needs to determine recommended changes to the draft plan it now considers appropriate.

### **5. Communication**

Letters will be sent to the submitters outlining the recommendations of the Subcommittee and the process to adopt the final plan.

### **6. Recommendations**

*That the Subcommittee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Recommends a final draft plan for consideration by Wellington City Council, Greater Wellington and the New Zealand Transport Agency prior to consideration by the Regional Transport Committee.*

Report prepared by:

Report approved by:

**Joe Hewitt**

Manager, Transport Strategy  
Development

**Jane Davis**

Divisional Manager, Transport  
Policy and Strategy

**Attachment 1: Ngauranga to Wellington Airport Corridor Plan – Final draft for consideration by the Ngauranga to Wellington Airport Corridor Plan Hearings Subcommittee (August 2008).**