



Report 08.649  
Date 3 September 2008  
File TP/03/01/05

Committee Transport and Access  
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## Recommended final draft Ngauranga to Wellington Airport Corridor Plan

### 1. Purpose

To advise the Committee of the recommended final draft plan so that it can provide comment for consideration by the Regional Transport Committee as it considers adopting the plan on 28 October.

### 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> have jointly undertaken a strategic study of the corridor which aimed to 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. Forty six submissions were received.
- Phase 2 proposed options to address the issues and was completed April 2008. This phase attracted 4673 submissions.
- Phase 3 involved the development of a proposed corridor plan, which was released for consultation during June 2008. Submissions closed on 23 July and 558 written submissions were received. The Ngauranga to Wellington Airport Corridor Plan Hearings Subcommittee met 18 to 20 August to hear 50 oral submissions, received reports on the matters raised in submissions and on a specifically commissioned public consultation survey. The Subcommittee has now issued a revised 'final draft' plan.

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

Comment on the final draft plan is being sought from the three project partners prior to adoption of a final corridor plan by the Regional Transport Committee at its meeting on 28 October 2008.

## **4. Subcommittee recommendations**

### **4.1 Overall support**

Feedback on the draft corridor plan was 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 strong community support, almost three quarters of residents were generally supportive of the draft. There was slightly more support in the surveyed business community.

The Subcommittee noted this support for the general direction of the plan and noted that the plan is aligned to the recently released New Zealand Transport Strategy 2008 and Government Policy Statement on Land Transport Funding. The Subcommittee recommend that the plan include the following immediate priorities:

- Continuing a programme of travel demand management measures to reduce the number of car trips (particularly sole occupants to work) and encourage alternatives such as public transport, walking, cycling and telecommuting, flexible working hours and working from home.
- Establishing bus priority measures as a first step towards the development of a high quality, high frequency public transport spine that will cater for travel growth, reduce vehicle congestion, improve liveability, guide and support urban intensification and provide resilience against fuel supply and price shocks.
- Improving traffic management at the Basin Reserve to enable more reliable bus journey times, improved reliability of the ring route and improved pedestrian and cyclist facilities.
- Improving the relatively poor cycling routes and facilities, with an emphasis on safety improvements, to encourage the increasing use of this small but growing transport mode.
- Improving the already highly-developed walking routes to cater for the substantial numbers of people who walk and encourage growth in these numbers - also essential for urban vitality.
- Protecting the strategic road network to ensure the ability to provide for future development of a high quality 'predictable' vehicle 'ring route' for inter-regional accessibility, economic linkages, time critical travel and to support the public transport network.

## **4.2 Timing**

Many submissions sought changes to the 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 International 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 Subcommittee recommend that there is not a compelling case at present to advance any of the long term measures. However, it agreed that there is merit in undertaking more detailed investigation of passenger transport improvements toward the end of the first five years and has added a project accordingly. Timings were clarified and updated slightly for a number of short term 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.

The Subcommittee recommend that copies of the submissions be sent to the relevant implementing agencies so that such matters could be considered as part of the ongoing work of the agencies.

## **4.4 Other changes to the draft plan**

The Subcommittee was advised by Wellington City Council that it is currently reviewing its bus priority plans. The Subcommittee recommend that the corridor plan be amended accordingly.

Submitters expressed concern about poor integration between the city and the Wellington Railway Station. The Subcommittee recommend that a new investigation be undertaken to determine how to improve connections between the station and the nearby buses and walking networks.

The Subcommittee noted the concern of submitters about the walking and cycling in general. It was advised that Wellington City Council will be

consulting on draft Walking and Cycling Policies in August 2008. The Subcommittee acknowledged specifically the poor level of service through the Mt Victoria tunnel and recommend a new short term measure to make improvements.

The Subcommittee recommend that the short term measure to “work with private carpark owners to alter tariffs to reduce the current arrangements that favour long stay parking (commuters) over short stay (shoppers, users of services)” be removed as it was advised that Wellington City Council had already taken action on this matter.

## **5. Communication**

The resolutions of the Committee will be reported to the Regional Transport Committee.

## **6. Recommendations**

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees to support the Final Draft Ngauranga to Wellington Airport Corridor Plan as recommended by the Ngauranga to Wellington Airport Hearings Subcommittee.***

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**Attachment 1: Final Draft Ngauranga to Wellington Airport Corridor Plan**