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Committee Regional Transport  
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## Recommended Ngauranga-Wellington Airport Corridor Plan

### 1. Purpose

To inform the Committee about the meetings of the Ngauranga-Wellington Airport Hearing Subcommittee that took place during August and September 2008 and to recommend the adoption of the Corridor Plan.

### 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. Report

#### 3.1 The Draft Plan

The Draft Ngauranga-Wellington Airport Corridor Plan was developed by Greater Wellington, Wellington City Council and Transit New Zealand (now the New Zealand Transport Agency). It was approved by the Regional Land Transport Committee for consultation in June 2008. Submissions were invited on the draft plan.

#### 3.2 Hearings Subcommittee

The Regional Land Transport Committee established a Subcommittee to hear submissions on the draft plan and to make a recommendation on any changes to the draft plan. The Subcommittee had the following membership:

- Councillor Wilde (Chair)
- Councillor Glensor
- Mayor Prendergast
- Mayor Brash
- Dr Stephen Palmer
- Mr McDonald (representing the New Zealand Transport Agency).

### **3.3 Submissions**

Greater Wellington received 644 submissions on the draft corridor plan. This includes 86 submissions to Greater Wellington's website that were discovered on 10 September, after the Hearing Subcommittee had met to hear submitters on 18-20 August. The Subcommittee reconvened on 16 and 18 September to consider the website submissions and hear further oral submissions. In total 55 submitters presented orally to the Subcommittee. Key themes from the submissions are set out in the following paragraphs.

#### **3.3.1 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 draft corridor plan but did not identify any significant new matters.

#### **3.3.2 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 (now the New Zealand Transport Agency) 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.

### 3.3.3 Requests for more detail

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

### 3.4 Market Research

As part of the consultation process Research New Zealand was commissioned to carry out a survey of residents and businesses in the region. The purpose of the survey was to seek a representative opinion from the community on the draft plan. Overall the survey found that almost three-quarters of both residents and business respondents were in favour of the draft corridor plan. These results were presented to the Subcommittee by Research New Zealand.

### 3.5 Final Draft Plan

The Subcommittee recommended a number of changes be made to the draft corridor plan. The final draft plan is set out in Attachment 1.

### 3.6 Process to Finalise the Corridor Plan

The recommended revised final draft plan has been reported to the three partner organisations (Greater Wellington, through the Transport and Access Committee, Wellington City Council, through the Strategy and Policy Committee, and the New Zealand Transport Agency) for their consideration.

Greater Wellington's Transport and Access Committee has endorsed the 'August' recommended draft plan. However, due to the web submissions incident the matter is to be reconsidered by the Transport and Access Committee on 22 October. Any further comments from that Committee will be tabled at the meeting on 28 October.

The Board of the New Zealand Transport Agency has endorsed the corridor plan.

Wellington City Council's Strategy and Policy Committee has recommended minor changes be made to the plan as set out on page 11 of Attachment 1.

## 4. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees that the Chairperson be authorised to approve any final edits to the plan.***

4. ***Adopts*** the Ngauranga to Wellington Airport Corridor Plan as set out in Attachment 1.

Report prepared by:

Report approved by:

**Joe Hewitt**  
Manager, Transport Strategy Development

**Fran Wilde**  
Chair

**Attachment 1: Ngauranga to Wellington Airport Corridor Plan, Final Draft  
September 2008 (incorporating suggested changes from  
WCC)**