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Committee Regional Land Transport
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Development

Approval of draft Ngauranga to Wellington Airport Corridor Plan for consultation

1. Purpose

The purpose of this report is to present to the Committee the final draft Ngauranga to Wellington Airport Corridor Plan and to seek the Committee's approval to release the draft plan for consultation.

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 (LGA) 2002.

3. Background

A review of the transport corridor, that runs from Ngauranga Gorge in the north to Wellington International Airport in the south, has been carried out over the past three years.

The draft plan development process has included significant amounts of technical work as well as two consultation phases. An initial consultation with identified key stakeholders sought identification of the key issues along the corridor, and possible solutions. A total of 46 written comments were received from this first consultation process. These were considered by the Technical Working Group when developing a series of potential short and long-term options for the corridor.

The potential options were publicly consulted on between late December 2007 and late February 2008. Approximately 4,600 submissions were received on the potential options. Workshops were held with Councillors from Wellington City and Greater Wellington Regional Council as well as the Transit NZ Board to discuss the consultation findings and technical work.

Utilising feedback from the workshops and consultation, further refinements have been made to the draft plan that is presented today for the Committee's consideration.

4. Comment

4.1 Draft Ngauranga to Airport Corridor Plan

The draft Ngauranga to Airport Corridor Plan is in **Attachment 1**. The draft plan, as presented, will be reformatted prior to public release. A number of visual representations of the proposed projects will be added to create an attractive, easy-to-read document.

4.2 Statutory compliance

There is no specific statutory obligation under the Land Transport Act 1998, Land Transport Management Act 2003, Local Government Act or provisions in the Land Transport Management Amendment Bill (currently before Parliament) to 'adopt' the plan.

The decision to 'adopt' the plan is a decision to adopt a non-statutory document which will assist the Regional Land Transport Committee (RLTC) in making subsequent decisions, and in particular in developing its Regional Land Transport Programme (the funding plan).

4.3 Consideration by partner organisations

An earlier draft plan was considered by the Wellington City Council's Strategy and Policy Committee at its meeting held on 6 May 2008. The committee requested the following be incorporated in the draft plan:

- a. That the plan include working with private carpark owners to alter tariffs to reduce the current arrangements that favour long stay parking (commuters) over short stay (shoppers, users of service).*
- b. That detailed "scheme assessments for the high quality public transport system, Mt Victoria tunnel duplication, Terrace tunnel duplication and four landing Ruahine Street – Wellington Road be conducted within the period of 5-10 years (i.e. after the first review of the Plan).*

The committee requested that during the consultation period modelling work is done on scenarios including a significant change in the price of private motoring (capital and operating), the implementation of the Wellington City growth spine, and the impact of proposed developments in the eastern suburbs (e.g. Rongotai retail area, indoor stadium, improvements to airport bus services).

It was also resolved to request that the Regional Land Transport Committee investigate ways in which Wellington can reduce greenhouse gas emissions from transport in the Ngauranga to Airport corridor.

Finally, it agreed to forward the draft plan to the Regional Land Transport Committee for that body to lead a public consultation in conjunction with partners Wellington City Council, Greater Wellington Regional Council and Transit New Zealand.

The Greater Wellington Regional Council Transport and Access Committee considered the same draft plan at its meeting held on 7 May. The Committee adopted the same resolutions as Wellington City Council listed as (a) and (b) above. It agreed that more modelling be undertaken during the consultation period. Officers have arranged for this to happen.

The Transport and Access Committee considered the greenhouse gas emission resolution of WCC and agreed to an alternative which was:

- i) *Note the RLTS includes a target to reduce CO₂ emissions to below 2001 levels.*
- ii) *Request officers significantly increase engagement with Central Government agencies to investigate ways which the region can reduce transport generated greenhouse gas emissions.*

In response to both committee resolutions, officers will carry out further analysis and will increase engagement with central government agencies to address this matter. Outcomes of this work will be reported back to the RLTC in due course.

The Transport and Access Committee also agreed to forward the draft Ngauranga-Airport Corridor Plan to the Regional Land Transport Committee for it to lead a public consultation process in conjunction with partners Wellington City Council, Greater Wellington Regional Council and Transit New Zealand.

The Transit NZ Board has received a briefing on the draft plan and are comfortable that the draft Corridor Plan proceeds to the final consultation stage.

The draft plan presented to the Committee today (**Attachment 1**) has been amended to address the decisions of the Wellington City Council and Greater Wellington Regional Council Committees by adding new actions for working with private car owners regarding parking tariffs and for a scheme assessment of a significant passenger transport service upgrade in the 5-10 year period.

4.4 Contribution to RLTS outcomes

The following table shows how the draft corridor plan contributes to the outcomes sought by the Regional Land Transport Strategy (2007-2016) which is consistent with the aims of the New Zealand Transport Strategy to achieve an affordable, integrated, safe, responsive and sustainable transport system.

Key Outcomes Corridor Plan Measure	Increased peak period public transport mode share	Increased mode share for pedestrians and cyclists	Reduced greenhouse gas emissions	Reduced severe road congestion for private vehicles	Improved regional road safety	Improved land use and transport integration	Improved regional freight efficiency
Implement public transport improvements along the golden mile	✓	✓	- See explanation below	✗ See explanation below	✓	✓	
Implement bus network priority measures along arterial routes and to suburban centres	✓	✓	-	✗	✓	✓	
Develop and implement a Wellington City walking plan		✓	-		✓	✓	
Develop and implement a Wellington City cycling plan		✓	-		✓		
Construct Ngauranga to Aotea peak period lanes and reallocate existing lanes on Hutt Road for bus lanes and possibly high occupancy vehicles	✓		-	✗			✓
Design and construct Basin Reserve improvements and implement public transport improvements on Kent Tce, Cambridge Tce and Adelaide Rd	✓	✓	-	✗	✓	✓	✓
Implement intersection improvements to Cobham Dr roundabouts			-	✗			✓

✓ positive outcome - neutral outcome ✗ negative outcome

Public transport, walking and cycling should increase due to population growth in and around the growth spine, investment in bus reliability and travel time improvements and investment in walking and cycling infrastructure. These measures should also improve road safety and contribute to improved land use and transport integration.

Greenhouse gas emissions remain at or near the current levels despite significant population and economic growth. Modelling suggests that the measures recommended for the corridor will have very little effect on CO₂ emission levels. This indicates that measures outside the scope of the regional transport programme, such as changes in propulsion technology or national fuel efficiency standards, will be necessary to achieve significant emission reduction targets.

Region-wide severe road congestion is forecast to get worse due to increased use of the road network as a result of population and employment growth. The recommended improvements will remove buses from the congested roadway

and will ease some bottlenecks (eg Basin Reserve). However these improvements will be insufficient to maintain current congestion levels across the regional network. Advancing the tunnel duplications does little to improve this outcome. Localised improvements will assist some freight movement.

5. Consultation process

Best practice suggests a six week period for submissions from the first public notice. The proposed consultation timetable is therefore as follows and is discussed in more detail under a separate report on today's Committee agenda:

Steps	Who	Timing
Draft plan to RLTC for approval	RLTC	4 June
Public Notices in newspapers	GWRC	Wed 11 June
RLTC consultation on draft Plan (including market research, public displays and meetings as required)	RLTC	June – July
Consultation period closes		Wed 23 July
RLTC Hearing Sub Committee hearing of submissions	RLTC Hearing Sub Committee	August
Final Corridor Plan to the three organisations for endorsement	GWRC T&A Committee, NZTA Board and Wellington City Council	September
Final Corridor Plan to RLTC for adoption	RLTC	October 2008

Due to the significant number of submissions expected to be received, it is proposed to establish a hearings subcommittee to hear oral submissions on the draft plan. A report to this effect has been included in the agenda for today's Committee meeting under a separate report.

6. Communication

A variety of communication means are outlined in the consultation plan that is discussed in under a separate report on today's Committee agenda.

7. Recommendations

That the Committee:

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Approves** the draft Ngauranga to Wellington Airport Corridor Plan, as shown in Attachment 1, for public consultation.

4. *Delegates to the chair of the RLTC the ability to approve any minor amendments that may need to be made to the draft plan prior to publication.*

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Attachment 1: Final draft Ngauranga to Wellington Airport Corridor Plan, June 2008