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## **AGENDA**

**WEDNESDAY 20 APRIL 2011**

**5.30PM**

**Council Chamber  
First Floor, Town Hall  
Wakefield St  
Wellington**

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## **MEMBERSHIP**

**Mayor Wade-Brown**

**Councillor Ahipene-Mercer  
Councillor Best  
Councillor Cook  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster  
Councillor Gill**

**Councillor Lester  
Councillor McKinnon  
Councillor Marsh  
Councillor Morrison  
Councillor Pannett  
Councillor Pepperell  
Councillor Ritchie**

### **Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803 8334, faxing 801 3020, e-mail: [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

**Apologies**

**Public Participation**

**Deputations**

**Announcements by the Mayor**

**Conflict of Interest Declarations**

***General Business***

*Report 1. ....  
Confirmation of Council position on Ngauranga to Wellington Airport  
Corridor Plan and State Highway Projects*

**Questions**

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**REPORT 1**  
*(1215/11/IM)*

## **CONFIRMATION OF COUNCIL POSITION ON NGAURANGA TO WELLINGTON AIRPORT CORRIDOR PLAN AND STATE HIGHWAY PROJECTS**

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### **1. Purpose of Report**

This report addresses:

- a request from the New Zealand Transport Authority (NZTA) for Wellington City Council to confirm its support for the Ngauranga to Wellington Airport Corridor Plan (“N2A Plan”)
- a request received by the Chief Executive for a meeting to confirm Wellington City Council’s position on the Wellington Road of National Significance transport improvements for State Highway One, south of Ngauranga.

### **2. Executive Summary**

NZTA has requested that the Council confirms its support for the N2A Plan (see letter from NZTA attached), and has asked the Council to respond prior to the NZTA board meeting scheduled for 5 May 2011. The N2A Plan aims to strengthen the four key transport elements of the city:

- a high quality and frequency passenger transport ‘spine’;
- highly accessible and attractive ‘activity’ or shopping streets;
- a reliable and accessible ‘ring’ or bypass route for vehicles;
- interconnected and convenient local street, walking, cycling and passenger transport networks.

The N2A Plan identifies a multi-modal package of measures that should be completed over the 10 years commencing 2008, as well as longer term measures. The Council was a partner in the development of the N2A Plan, and has consistently supported it since it was formally adopted by the Regional Transport Committee in October 2008, most recently in the Draft 2011/12 Annual Plan which identifies, as priorities for 2011/12, the N2A Plan projects to make improvements to the Basin Reserve and undertake a study of high quality public transport.

In May 2009, the Government has identified seven Roads of National Significance (RoNS), on the basis that the development of these roads will help grow the national economy by improving productivity in New Zealand's largest cities and surrounding regions. The Chief Executive has received a requisition for a meeting to confirm Wellington City Council's position on the Wellington RoNS transport improvements for State Highway One, south of Ngauranga.

The state highway projects south of Ngauranga that are included in the Wellington Northern Corridor RoNS ("Wellington RoNS") are all identified for construction or investigation in the first 10 year period of the N2A Plan. Consequently, the subject of this requisition substantially overlaps the issues raised by NZTA, and therefore both matters are addressed in this report.

This report recommends that the Council reconfirms its support for the multi-modal N2A Plan, commits to assisting NZTA in consulting the public on the proposed state highway improvements, and requests a briefing from NZTA on the preferred options for the Wellington RoNS projects within Wellington City. The Council's position on the Wellington RoNS projects within Wellington City is contained in the N2A Plan.

### **3. Recommendations**

Officers recommend that the Council:

1. *Receive the information.*
2. *Agree to the following statements that reflect Wellington City Council's current policy position on the Ngauranga to Wellington Airport Corridor Plan:*
  - (a) *The Council supports the underlying premise that the transport issues within Wellington City can only be addressed by the implementation of a multi-modal package that includes improved state highway roading capacity as well as improved public transport and the effective implementation of walking and cycling measures.*
  - (b) *The Council supports the delivery of peak period lanes on State Highway 1 between Ngauranga and Aotea Quay, and improvements around the Basin Reserve to separate north/south flows from east/west traffic.*
  - (c) *The Council supports, subject to confirmation of need and design options, improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria and the Terrace Tunnels.*
  - (d) *The Council supports the provision of public transport improvements, and travel demand management, walking and cycling measures.*

3. *Agree that Wellington City Council:*

  - (a) *Strongly supports the requirement for public consultation on the proposed New Zealand Transport Agency projects on State Highway 1; and*
  - (b) *Will be an active and supportive partner during the consultation phase of these projects to assist the New Zealand Transport Agency to establish the views and preferences of Wellingtonians on the proposed State Highway improvements.*

4. *Note that the projects in the Wellington RoNS south of Ngauranga are contained within the Ngauranga to Wellington Airport Corridor Plan.*
5. *Request the New Zealand Transport Agency to provide Council with a briefing on the preferred options for the Wellington RoNS projects within the Wellington City Council area at the earliest opportunity.*
6. *Note that the Council will have the opportunity to comment on the details of particular New Zealand Transport Agency projects through the public consultation and regulatory processes.*
7. *Note that the Council is consulting through the 2011-12 Draft Annual Plan on a number of projects that are part of the ongoing implementation of the Ngauranga to Wellington Airport Corridor Plan, including bus priority measures, support for walking and cycling, and the Council's contribution to the Wellington Public Transport Spine Study.*
8. *Delegate to the Mayor the authority to respond to the New Zealand Transport Agency letter dated 11 April 2011 with the views agreed by Council.*

#### **4. Background**

On 12 April 2011, the Mayor received a letter from NZTA seeking confirmation of the Council's continued support for the N2A Plan and, in particular, its multi-modal approach. It is understood that the information is required prior to the board approving public consultation, and NZTA has requested that this confirmation is received prior to the NZTA board meeting to be held on 5 May 2011. To meet NZTA's timeframe, the normal process of consideration by the Strategy and Policy Committee was not achievable, and this report has been prepared to allow the Council to address NZTA's request.

The request from the NZTA Board is for a formal resolution confirming:

- a) The Council's support for the multi-modal approach to Wellington City's inner city transport issues, which is fundamental to the N2A Plan;
- b) The Council's agreement that the key State Highway components of the N2A Plan are as outlined by NZTA; and

- c) That the Council is willing to take a partnership approach with NZTA in the consultation with the community on the form and location of the improvements to State Highway 1 around the Basin Reserve, and the consultation to confirm the need, timing, and form of improvements needed to Wellington Road, Ruahine Street and for the duplication of the Mt Victoria Tunnel.

On 14 April 2011 the Chief Executive received a requisition for a meeting to confirm Wellington City Council's position on the Wellington RoNS transport improvements for State Highway One, south of Ngauranga. As the subject of this requisition substantially overlaps the issues raised by NZTA, both are addressed in this report.

The background section of the report summarises the N2A Plan and the available information about the Wellington RoNS, prior to the discussion of the specific matters raised by NZTA and the confirmation of the Council's position on the Wellington RoNS.

#### **4.1 *Ngauranga to Airport Corridor Plan 2008***

The N2A Plan was developed by Transit New Zealand (now NZTA), Wellington City Council and Greater Wellington Regional Council (GWRC) over a three year period involving studies, technical investigations and three stages of public consultation. Council considered the final draft of the corridor plan at a Strategy and Policy Committee meeting on 9 October 2008, and agreed to support it. The corridor plan was formally adopted by the Regional Transport Committee in October 2008, and is now part of the Regional Land Transport Strategy 2010-40. Specific projects are reflected in the Regional Land Transport Programme and other plans of the relevant agencies, and the Council's 2009-19 Long Term Council Community Plan identifies the implementation of the N2A Plan as a priority.

The N2A Plan identifies the present and future transport systems needed to support planned land use changes and the growth spine, and was strongly influenced by the Council's Urban Development and Transport Strategies. Geographically, the corridor starts at the Ngauranga Merge and continues through the Wellington CBD to Newtown, the Eastern Suburbs and Wellington Airport.

The N2A plan identified priorities, and a package of measures that should be completed to strengthen the four key transport elements of the city:

- a high quality and frequency passenger transport 'spine';
- highly accessible and attractive 'activity' or shopping streets;
- a reliable and accessible 'ring' or bypass route for vehicles;
- interconnected and convenient local street, walking, cycling and passenger transport networks.

The multi-modal package of measures reflects the finding of studies undertaken as part of the N2A plan that found that the projected growth in peak period trips to the CBD due to increasing population and economic activity will outstrip the city's ability to reduce car trips by travel demand management, land use planning and enhancement to passenger transport.

Major projects and studies included in the N2A plan are set out in Table 1 below. The N2A plan also includes the finalisation of a number of policies (including the Wellington City walking and cycling policies), and assumes projects continue to be implemented under other existing strategies, including the region wide travel demand management strategy, the Council parking policy. The N2A plan also assumes planned improvements to passenger transport services continue (including real time information, integrated ticketing, provision of additional rail capacity and ongoing bus fleet renewal).

**Table 1:** selection of measures in the N2A Corridor Plan<sup>1</sup>

<b>Measure</b>		<b>Cost</b>	<b>Timing</b>
Passenger transport improvements along the Golden Mile route, and bus priority measures on arterial routes, to the airport, hospital, and key suburban centres.	WCC lead, with GWRC	\$20m	ongoing from 2008
Design and construct improvements at the Basin Reserve ... by separating north-south flows from east-west traffic; and implement complementary bus priority measures on Kent Terrace, Cambridge Terrace, and Adelaide Road	NZTA lead, with WCC & GWRC	\$33m	construction 2009/10
Reallocate existing general traffic lanes on Hutt Road between Ngauranga and Thorndon for bus lanes and possibly high occupancy vehicles; and construct peak period lanes on State Highway 1 between Ngauranga to Aotea Quay	NZTA lead, with WCC	\$30m	construction 2011/12
Investigate improvements to walking and cycling facilities in Mt Victoria Tunnel	NZTA lead with WCC		2009/10
Undertake a feasibility study for a high quality public transport system, including light rail	GWRC lead with WCC & NZTA	\$1m	2011/12
Review the operational performance and capacity of bus service provisions within the corridor following completion of the Golden Mile bus lane improvements and the delivery of new trolley buses	GWRC		2011/12
Undertake a feasibility study for the four-laning of Ruahine Street and Wellington Road and for the duplication of the Mt Victoria Tunnel	NZTA lead with WCC	<\$1m	2011/12

<sup>1</sup> Descriptions are taken from the N2A plan. The indicative costs are in December 2007 dollars.

The corridor plan outlines a number of scheme assessments intended to occur from 2013/14, after the first review of the N2A plan. A scheme assessment is a detailed study to determine the scope, options, and likely cost of a proposal. If appropriate, a scheme assessment is followed by consent applications and the development of detailed construction and implementation plans.

The scheme assessments included in the N2A plan are for:

- a high quality public transport system;
- the four-laning of Ruahine Street and Wellington Road;
- the duplication of Mt Victoria Tunnel;
- the removal of 2 lanes from the waterfront route and the concurrent duplication of the Terrace Tunnel.

The N2A plan also outlines measures that may be implemented beyond the plan's 10 year time frame, dependent on the outcome of the scheme assessments and other identified factors (sustainability, oil price supply and price volatility, increasing travel demand, population growth, economic growth, social and lifestyle changes, urban form, operating costs of private motor vehicles, and car ownership and use). These measures are:

- implement further improvements to the passenger transport spine, giving consideration to further bus improvements, light rail, or new personal rapid transport systems;
- four-laning of Wellington Road and Ruahine Street;
- duplication of Mt Victoria Tunnel;
- duplication of Terrace Tunnel and waterfront lane reduction.

#### **4.2 Wellington Northern Corridor Road of National Significance**

In May 2009, the Minister of Transport issued the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19 (GPS) that identified 7 roads of national significance as a statement of national road development priorities.

The National Land Transport Programme 2009-12 (NLTP) states that the Government has asked NZTA to substantially advance all seven RoNS in the 10 years from 2009. However, the NLTP notes that this will require funding beyond that currently identified from the national land transport fund<sup>2</sup>, and that alternate financing options are likely to be explored. The financing options being considered include tolling for Transmission Gully<sup>3</sup>.

One of the RoNS identified was the Wellington Northern Corridor (Levin to Wellington) – State highway 1. The NZTA board considered a report titled *(SH1) Wellington Northern Corridor - RoNS endorsement and funding for investigation, design and property purchase* on 26 November 2009, and, among other things, endorsed the Wellington Northern Corridor RoNS from north of Levin to Wellington Airport.

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<sup>2</sup> NLTP 2009-12 page 12

<sup>3</sup> NZTA: Wellington Northern Corridor Fact Sheet

The objectives of the Wellington RoNS are identified in the board paper as to:

- give effect to the GPS, in particular to deliver the RoNS;
- enhance inter-regional and national economic growth and productivity;
- improve access to Wellington's CBD, key industrial and employment centres, port, airport, and hospital;
- improve the resilience of the transport network; and
- improve safety and journey time reliability on SH1 between Levin and the Wellington airport.<sup>4</sup>

The project summary statement for the Wellington Northern Corridor<sup>5</sup> identified the projects required for different sections of the Wellington RoNS as:

1. Airport to Mt Victoria Tunnel – Ruahine Street improvements – four-laning and intersection signalisation, Mt Victoria Tunnel duplication
2. Basin Reserve – Basin Reserve capacity improvements – turning movement separation, Buckle Street memorial park realignment
3. Terrace Tunnel duplication
4. Aotea Quay to Ngauranga peak time hardshoulder running
5. Linden to Mackays Crossing – Motorway improvement (Transmission Gully)
6. Mackays Crossing to Peka Peka expressway
7. Peka Peka to Otaki – four-laning and intersection improvements, Otaki Bypass – four-laning and intersection improvements
8. Otaki to North of Levin – Otaki to Levin – four-laning and intersection improvements, Levin Bypass – capacity improvements and intersection improvements, North of Levin – two-lanes with passing lanes and intersection improvements.

NZTA has indicated the work on the Wellington RoNS will be carried out in the following phases:

- |         |  |
|---------|--|
| Phase 1 | Ngauranga to Aotea Quay, the Basin Reserve, Peka Peka to Otaki, and Mackays Crossing to Peka Peka              |
| Phase 2 | Transmission Gully   |
| Phase 3 | Mt Victoria Tunnel duplication and Ruahine St, followed by Otaki to Levin, and the Terrace Tunnel duplication. |

The elements of the Wellington RoNS are at different stages of development, and the degree of certainty on the preferred options and the project cost varies. Table 2 gives the funding approved by the NZTA board for the investigation, design, and property purchase for the elements of the Wellington RoNS south of Ngauranga. Construction funding has not been approved, and the funding required will depend on the preferred options and the results of the investigations; figures quoted are highly uncertain.

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<sup>4</sup> NZTA board paper (*SH1 Wellington Northern Corridor RoNS endorsement and funding for investigation, design and property purchase (26 November 2009 – 09/11/0292)*)

<sup>5</sup> issued by NZTA on 21 December 2009

**Table 2:** Estimate of project costs<sup>6</sup>

	Investigation	Design	Property	Construction
Airport to Mt Victoria Tunnel	\$6.0 m	\$12.7 m	\$36.6 m	\$217 m
Basin Reserve	\$3.3 m	\$2.2 m	\$2.5 m	\$36 m
Terrace Tunnel	\$4.3 m	\$6.2 m	\$23.9 m	\$152 m
Ngauranga to Aotea Quay	\$1.7 m	\$1.3 m		\$29 m
Total	\$15.3 m	\$22.4 m	\$63.0 m	\$434 m

Since the Wellington RoNS were endorsed in November 2009, NZTA has been undertaking the investigation of the elements. The approved scope of activities includes determining the form and function of Wellington RoNS elements, the identification and investigation of options and the selection of a preferred option for each element, and consultation on the preferred element, prior to more detailed studies in preparation lodging notices of requirement.

In December 2010, NZTA stated that it “remains on track to meet its key milestone of lodging all of the notice of requirements for the Wellington RoNS by 2012/13.”<sup>7</sup>

## 5. Discussion

### 5.1 Ngauranga to Airport Corridor Plan

Since the Council agreed its support for the N2A Plan in 2008, it has reflected that support in a number of ways, including:

- In the 2009-19 Long Term Council Community Plan, both by the provision of funding for the measures that are the responsibility of Council, and by specifically identifying the implementation and funding of the N2A Plan as a priority;
- By signing a Memorandum of Understanding with NZTA and GWRC to progress the parties joint aim of designing and constructing improvements at the Basin Reserve,
- By submitting in support of the Regional Land Transport Strategy 2010-40, which includes the N2A Plan as an implementation measure, and includes policies seeking to encourage investment across all modes of transport, further supporting the multi-modal approach of the N2A Plan;
- In the 2011/12 Draft Annual Plan currently out for consultation, which highlights the following:

*“In 2011/12 we will continue ongoing work with NZTA to implement the various projects included in the Ngauranga to Airport Plan which includes improvements to the Basin Reserve and other highway projects, as well as improvements to our public transport, walking and cycling*

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<sup>6</sup> Investigation, design, and property costs are taken from the NZTA board paper 09/11/0292. The investigation cost does not include capitalised internal people resources, where the budget of \$19.5 million covers all elements of the Wellington RoNS. Improvement costs are taken from the Wellington Northern Corridor Fact Sheet, and are rough order costs only.

<sup>7</sup> Mid term NLTP update for Wellington dated December 2010

*networks. We also work in partnership with Greater Wellington and NZTA on the Wellington Public Transport Spine Study.”<sup>8</sup>*

The studies undertaken as part of the N2A Plan remain the most up-to-date analysis of the transport issues in the corridor available to the Council, and support the aims and priorities outlined in the N2A Plan.

The resolutions requested by NZTA confirming support for the N2A Plan are therefore no more than a restatement of current policy, and it is recommended that:

- The Council supports the underlying premise that the transport issues within Wellington City can only be addressed by the implementation of a multi-modal package that includes improved state highway roading capacity as well as improved public transport and the effective implementation of support for active modes, such as walking and cycling.
- The Council supports the delivery of peak period lanes on State Highway 1 between Ngauranga and Aotea Quay, and improvements around the Basin Reserve to separate north/south flows from east/west traffic.
- The Council supports, subject to confirmation of need and design options, improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria and the Terrace Tunnels.
- The Council supports the provision of public transport improvements, travel demand management, and support for walking and cycling.

## **5.2 NZTA’s Public Consultation**

NZTA has advised that it intends to consult the public on the form and location of improvements to the Basin Reserve and the need for, and proposed form of, improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria Tunnel. NZTA is seeking a partnership approach where the Council takes an active role in this consultation.

While NZTA has not provided details of the nature of the public consultation process proposed, the Council could have a role in:

- Assisting and supporting NZTA to design a process that is consistent with the principles of the Council’s engagement policy;
- Assisting and supporting NZTA to identify and make contact with relevant community and stakeholder groups;
- Assisting and supporting the provision of information to the community.

Although the Council can assist NZTA to engage the community, it should be done in such a way that the roles of the parties are clear – it is important that, by acting as a supportive partner in consulting the community, the Council does not raise expectations that it will be in a position to respond to concerns raised during the process.

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<sup>8</sup> Wellington City Council Draft Annual Plan 2011/12 Section 7.1 page 92

It is recommended that the Council:

- Strongly supports the requirement for public consultation on the proposed NZTA projects on State Highway 1; and
- Will be an active and supportive partner during the consultation phase of these projects to assist the NZTA to establish the views and preferences of Wellingtonians on the proposed State Highway improvements.

### **5.3 Wellington Northern Corridor Road of National Significance**

The Chief Executive has received a request for a meeting to confirm Wellington City Council's position on the Wellington RoNS transport improvements for State Highway One, south of Ngauranga.

The Council has not specifically considered the Wellington RoNS since the RoNS were announced by the Minister of Transport in May 2009, as the RoNS are Government policy and no Council decisions relating to the RoNS have been required. However, the four elements of the RoNS that are south of Ngauranga are all contained within the N2A Plan, which includes:

- Investigation followed by construction of improvements to provide peak-period lanes on Aotea Quay to Ngauranga, and to the Basin Reserve
- Investigation or studies of the four-laning of Ruahine Street and Wellington Road and the duplication of Mt Victoria Tunnel, and the removal of 2 lanes from the waterfront route and the concurrent duplication of the Terrace Tunnel.

The Council's existing position therefore supports these elements of the Wellington RoNS, as outlined above.

Following the completion of investigations, NZTA has advised that it intends to move to consultation on:

- The form and location of improvements to State Highway 1 around the Basin Reserve
- The need for, and form of, improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria tunnel.

The work undertaken by NZTA during the investigations should be sufficient to enable the Council to understand:

- The impact of the preferred form of improvements at the Basin Reserve on traffic, transport safety and efficiency, and the character impacts on the Basin Reserve, the local neighbourhood and the city, including the planned Memorial Park.
- The need for improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria tunnel;
- The relative costs of the different options considered;

- The impact of preferred option(s) for these projects on the local neighbourhoods, and the city.

Once this information is available, the Council will be in a position to consider its position on these projects as a development of the existing position which is at a strategic level. To assist in this process, it is recommended that the Council requests a briefing from NZTA on the preferred options for the Wellington RoNS projects within the Wellington City Council area.

#### **5.4 Consultation**

In considering the recommendations contained in section 3 of this report, the Council must make judgements about how to achieve compliance with sections 77 and 78 of the Local Government Act 2002, which concern decision making. In making such judgements, the Council must have regard to all relevant matters.

In this case the NZTA has requested a relatively quick response to its letter of 11 April 2011. The key issue raised by the letter, whether Council continues to support the N2A Plan, is essentially asking whether or not Council's existing policy has changed. Given the depth of the Council's ongoing involvement with the N2A Plan, it is considered that the Council is in a position to respond on that key issue without further policy/decision making work beyond this report. It is also considered that, in the circumstances, the Council has sufficient knowledge of community views from previous work on the N2A Plan for it to adequately consider those views when considering the report's recommendations.

## **6. Conclusion**

The Council's existing position is that, consistent with the N2A Plan, the transport issues within Wellington City can only be addressed by the implementation of a multi-modal package that includes improved state highway roading capacity as well as improved public transport and support for active modes.

In supporting the N2A Plan, the Council's existing position supports the delivery of peak period lanes on State Highway 1 between Ngauranga and Aotea Quay, and improvements around the Basin Reserve to separate north/south flows from east/west traffic, as well as improvements to Wellington Road, Ruahine Street, and the duplication of the Mt Victoria and the Terrace Tunnels, subject to confirmation of need.

Attachment:

- Letter from Geoff Dangerfield, NZTA, dated 11 April 2011, Ngauranga to Wellington Corridor Plan

Contact Officer: Tass Larsen, Principal Advisor Transport Strategy

## **Supporting Information**

**1) Strategic Fit / Strategic Outcome**

*The N2A Plan is consistent with the transport and urban development strategies.*

**2) LTCCP/Annual Plan reference and long term financial impact**

*The state highway projects discussed in this report do not form part of the Council's LTCCP but will be funded by NZTA, although there may be local impacts that are not yet clear. Council projects outlined in the N2A Plan are included in the LTCCP.*

**3) Treaty of Waitangi considerations**

*None*

**4) Decision-Making**

*The report recommends confirmation of an existing Council position*

**5) Consultation**

**a) General Consultation**

*Substantial consultation was undertaken in the development of the N2A Plan.*

**b) Consultation with Maori**

*Iwi were consulted in the development of the N2A Plan.*

**6) Legal Implications**

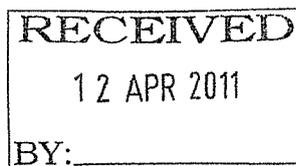
*Council's lawyers have been consulted during the development of this report.*

**7) Consistency with existing policy**

*The report recommends reconfirmation of an existing Council position*



NZ TRANSPORT AGENCY  
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11 April 2011

Celia Wade-Brown  
Mayor  
Wellington City Council  
PO Box 2199  
Wellington 6011

Dear Celia

**Ngauranga to Wellington Airport Corridor Plan**

Thank you for your letter of 15 March 2011 advising that the Wellington City Council remains in support of the Ngauranga to Wellington Airport Corridor Plan 2008.

The NZTA Board considered your letter at its meeting on the 31<sup>st</sup> March and welcomed the Council's support. It noted however that your recent comments in the media seem to suggest a difference in interpretation about the purpose and scope of commitments contained in the Corridor Plan relating to the work signalled for State Highway 1 between Wellington Road, Ruahine Street, Mt Victoria and Terrace Tunnels and the work required to improve traffic flows around the Basin Reserve. Your comments indicate that the Council would only support feasibility studies identified in the Plan for these aspects, and that the Council is not committed to the identified investigation and construction works.

Given these comments, the Board asked me to write to you again to seek clarification on the Council's commitment.

The NZTA is concerned that by questioning just the State Highway components of this plan, the Council seems to be questioning the whole plan and the agreed approach of a multi modal solution to the inner city transport issues. There is concern that the Council no longer shares or supports the view that the Ngauranga to Airport Corridor Plan is based on the fundamental premise that improvements to Wellington City's inner city transport issues will only be achieved by taking a multi modal approach, and that it is only through the delivery of the agreed package of measures identified and agreed in the Plan *addressing each mode* that significant gains will be made.

With specific reference to those aspects that the NZTA is responsible for leading, the Board is also concerned that the Council no longer shares the view that the plan *clearly signals construction* of improvements to State Highway 1 around the Basin Reserve, and *anticipates* the construction of the remaining aspects, subject to confirmation of need, timing, and form through the upcoming investigations.

The NZTA considers it is important that there is a shared understanding with the Council of what is to be investigated and constructed in the context of the Corridor Plan. For clarity therefore, the NZTA considers the key components of the Plan, as they relate to the State Highway works within the inner city, and in order of delivery, are:

- construction of peak period lanes on State Highway 1 between Ngauranga and Aotea Quay, to reduce congestion and support PT improvements on Hutt Road - 2011/2012; and
- design and construction of improvements to State Highway 1 around the Basin Reserve to separate north/south flows from east/west traffic, to enable more reliable bus journey times, improved reliability of the ring route and improved pedestrian and cyclist facilities - from 2011/2012; and
- in the medium term, anticipated construction of an increase in capacity on Wellington Road and Ruahine Street (through additional lanes), and of a duplicate Mount Victoria tunnel to improve transport links to and from the Airport for freight, taxis and public transport, subject to confirmation of need, form and timing through investigations and community engagement; and
- in the longer term, anticipated construction of a second Terrace Tunnel and waterfront lane reductions subject to confirmation of need, form and timing through investigations and community engagement.

The NZTA's view of the key components of the Corridor Plan as they relate to other vital transport initiatives are:

*Public Transport:*

- PT improvements, including bus priority measures, to be completed on the Golden Mile, key arterial routes, suburban centres and key regional destinations including Wellington Hospital and Airport (*WCC Lead*).
- Additional PT Improvements to be implemented, in line with outcomes of high quality PT investigations (*GWRC Lead*).

*Local Roads:*

- Bus lanes and possible HOV lanes to be installed on Hutt Road to improve PT journey times and reliability and support peak period lanes on SH1 (*WCC lead*).

*Walking and Cycling:*

- Improvements to walking and cycling facilities to be implemented in line with WCC walking and cycling policies (*WCC lead*)
- Improvements to walking and cycling facilities in Mt Vic Tunnel to be implemented (*NZTA Lead*).

It was on this basis that the NZTA entered a partnership with Wellington City Council and Greater Wellington Regional Council to support the Plan and undertook to meet key deliverables. The NZTA remains committed to this partnership and to delivering a package of measures that provide benefits for Wellington City by improving inner city traffic flows, facilitating the Council's existing and future public transport systems and to improve the walking and cycling facilities around the Basin Reserve and between the eastern suburbs and the CBD.

The NZTA intends to move to public consultation on the form and location of the improvements to State Highway 1 around the Basin Reserve, so the design details can be finalised and we can proceed to designation and construction. We consider it sensible to consult with the community at the same time to confirm the need for the improvements to Wellington Road, Ruahine St and the duplication of the Mt Victoria Tunnel, and to seek feedback on the form they should take. The approach to combine these consultation initiatives will provide the community with a full picture of the potential improvements to the corridor and allow a better understanding of the connectivity between the different components and modes.

In order for the NZTA to proceed with these consultation phases, the Board must be confident of the Council's position. The Ngauranga to Airport Plan and the improvements to Wellington City's inner city transport issues will only be achieved by taking a multi modal approach, and that it is only through the delivery of the whole agreed package of measures identified in the Plan *addressing each mode* that significant gains will be made. The very nature of a long term package of measures as included in the Plan requires a long term and consistent commitment.

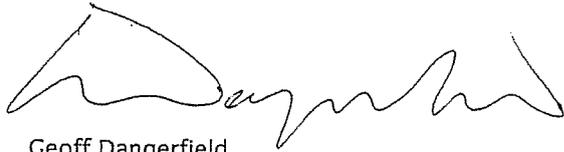
In addition, in the spirit of the joint partnership that our organisations entered into in delivering improved transport outcomes for Wellington City, the NZTA must also be confident that the Council will *actively support* the consultation and delivery of the specific initiatives the NZTA is about to progress on behalf of this partnership. The Council will have views on the specific design details that it will need to express during the process, and this feedback is welcomed. However, the NZTA is seeking a *joint approach* to engaging with the community, where the Council is an active and visible partner and supporter of the initiatives to achieve our joint outcomes.

Therefore, to avoid any doubt, the NZTA Board seeks a formal resolution from the Wellington City Council confirming:

- Its support for the overarching and fundamental intention contained in the Ngauranga to Airport Corridor Plan to improve Wellington's City's inner city transport issues through a multi modal approach, and that significant gains will be made through the delivery of the agreed *package of measures* identified in the Plan addressing each mode;
- Its agreement that the key components of the Plan, as they relate to the State Highway works within the inner city, are as outlined in this letter; and
- A joint partnership approach where the Council is an active and visible partner in the consultation with the community on the form and location of the improvements to State Highway 1 around the Basin Reserve that will result in the construction of works to separate north/south flows from east/west traffic, and the consultation with the community to confirm the need, timing, and form of improvements needed to Wellington Road, Ruahine St and for the duplication of the Mt Victoria Tunnel.

We look forward to your Council's response as a matter of some urgency in order for the NZTA to proceed with confidence in delivering against its commitments in the Plan.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Geoff Dangerfield', written in a cursive style.

Geoff Dangerfield  
Chief Executive

cc: Fran Wilde, Chair, Greater Wellington Regional Council  
Garry Poole, Chief Executive, Wellington City Council