

Final

Ngauranga to Airport Strategic Study Phase 1 Consultation Report

prepared for



by



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Status: Final
Date: July 2006

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1 Introduction

Opus International Consultants (Opus) have been commissioned by Transit New Zealand (Transit) to carry out a Strategic Study (the Study) on the transport issues and options between Ngauranga and the Airport in Wellington City with the aim of producing a Corridor Management Plan.

Transit, Greater Wellington Regional Council (GWRC) and Wellington City Council (WCC) have agreed to work together on transport planning for the central city area and connections to Wellington Airport and Hospital.

A key element of the project is consultation with the public and key stakeholders so that a workable Corridor Management Plan can be adopted. In early 2006 Opus prepared a Consultation Strategy to detail the purpose of consultation, the parties and activities involved and the desired outcomes. This document contained a consultation promise to the public to “seek out your views, keep you informed, listen to and acknowledge concerns and provide feedback on how public participation uninfluenced the decisions.”

Consultation has been broken into four distinct phases over the project, and this report summaries the first phase of consultation which was carried out between 13 April and 15 May 2006.

2 Phase 1 Consultation

2.1 Purpose

The purpose of the first phase of consultation was to inform people that the study is going on and to obtain their suggestions for issues facing the corridor and any other issues the study should consider.

Phase 1 of consultation was carried out at the *inform* level of the IAP2 Public Participation Spectrum with the goal of providing the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

2.2 Consultation Methods

A brochure outlining the study was developed by Opus, in conjunction with Transit, WCC and GWRC. The brochure gives background information on the Study, phases of the study, the consultation process and things the study needs to consider.

On Thursday 13 April 2006 a copy of the brochure, along with an introduction letter from Graham Taylor, Regional Manager, Transit New Zealand, was posted to the organisations listed below in section 2.3. A press release was issued by Transit on Tuesday 18 April, and subsequent articles appeared in the Dominion Post, Manawatu Standard and Wellingtonian newspapers.

A copy of the brochure and the draft Problem Framing Report were also made available on Transit's website

http://www.transit.govt.nz/projects/view_project.jsp?content_type=project&edit&primary_key=199&action=edit.

A copy of the brochure, letter, press release and articles are in Appendix One.

2.3 Parties Consulted With

The brochures were sent to all key stakeholders identified in the Consultation Strategy, as well as members of the Regional Land Transport Committee, and other organisations identified by Transit and GWRC, as shown in Table 1 below.

Table 1: Organisations Sent Phase 1 Consultation Information

Ara Tahi ^{1 2}	Ministry of Transport
Automobile Association ^{1 2}	New Zealand Fire Service ¹
Basin Reserve Trust ¹	New Zealand Police ¹
Bus & Coach Association ¹	New Zealand Retailers' Association
Capital & Coast District Health Board ^{1 2}	New Zealand Taxi Federation
Carterton District Council (x3) ²	OnTrack (x2) ^{1 2}
CentrePort ¹	Porirua City Council (x2) ²
Cycle Aware Wellington ¹	Positively Wellington Business ²
Energy Efficiency & Conservation Authority	Road Transport Forum ¹
Greater Wellington Regional Councillors (x6) ²	South Wairarapa District Council (x3) ²
Historic Places Trust ¹	Stagecoach
Howard Royds ²	Toll NZ
Hutt City Council (x3) ²	Tom Paku ²
Hutt Valley District Health Board v	Transport 2000+ ²
John Anderson ²	Upper Hutt City Council (x3) ²
John Christianson ²	Victoria University of Wellington ¹
Kapiti Coast District Council (x3) ²	Wellington City Council (x3) ²
Land Transport New Zealand ^{1 2}	Wellington Emergency Management Office
Living Streets Aotearoa ²	Wellington Engineering Lifelines Group ¹
Mana Coach Services	Wellington Free Ambulance ¹
Massey University Wellington ¹	Wellington International Airport ¹
Masterton District Council (x3) ²	Wellington Regional Chamber of Commerce ²
Maurie Bogunda ²	Wellington Tenths Trust ¹
NOTE: ¹ = Key Stakeholder, ² = Regional Land Transport Committee member	

In accordance with the agreed Consultation Strategy, Phase 1 of the Study involved consulting directly with key stakeholders only. In this phase there were no specific activities aimed at the general public. As this is a long-term project it was determined that it would be better to engage the general public when they are able to make a more active contribution in Phase 2 of public consultation. However, members of the general public were able to find out about the study through the press release issued by Transit and subsequent newspaper articles, and were able to download the brochure and draft Problem Framing Report from the Transit website.

2.4 Feedback Sought

The brochure contained the following list of issues to consider:

- Congestion including the Terrace and Mt Victoria tunnels;
- Access to the Airport and surrounding commercial area;
- Access to and through the city;
- Pedestrian access to the waterfront
- Access to the hospital;
- Protection of heritage and urban form;
- Inner city speed limits;
- Passenger transport, including bus lanes;
- Walking and cycling
- Linkages with the railway station;
- Availability and cost of parking;
- Movement of goods to and through the city; and
- Funding availability.

Recipients were asked for their views on these issues, whether there was any other issues that should be taken into consideration, and what solutions should be explored. Written comments were required by Monday 15 May 2006 and could either be emailed to transport.study@opus.co.nz or posted to Opus. A contact phone number for Opus was also provided in the brochure.

3 Response to Phase 1 Consultation

A total of 46 written comments were received on the Study at the closing date of Monday 15 May. Seventeen of these were received before 15 May, 22 on 15 May and seven after 15 May. Email was the most popular method of giving feedback with 34 arriving via email, 10 via post (two of which were posted to Transit) and two by fax.

It is unfortunate that of the 67 organisations directly sent a letter and brochure about the study, only 17 made submitted written comments. Of the 22 Key Stakeholders identified in the Consultation Strategy who were directly sent a letter and brochure only 8 submitted written comments. It may be that these organisations felt there was nothing to comment on yet and are waiting a series of options for the Corridor to be released in Phase 2 before making comment.

It is of interest to note that 29 of the comments were submitted by members of the public and organisations who were not directly informed of the consultation. It can be assumed that member of the public were made aware of the study via newspaper articles, and subsequently downloaded the brochure off the Transit website, or found out via word of mouth.

A list of people and organisations that gave feedback on Phase 1 is shown in Table 2 below.

Table 2: Phase 1 Feedback

Automobile Association ³	Option3
Capital & Coast District Health Board ³	Porirua City Council ³
Carshare	Stagecoach ³
Cycle Aware Wellington ³	Toll NZ Ltd ³
Energy Efficiency Conservation Authority ³	Transport 2000+ ³
General Public (x24)	Upper Hutt City Council ³
Heartbeat Wellington	Victoria University of Wellington ³
Historic Places Trust ³	Wellington Civic Trust
Kapiti Coast District Council ³	Wellington International Airport ³
Living Streets Aotearoa ³	Wellington Regional Chamber of Commerce ³
New Zealand Police ³	World Environment Centre
OnTrack ³	
NOTE: ³ Organisations Sent Phase 1 Consultation Information	

4 Summary of Phase 1 Consultation

4.1 Overview

By far the most commented on issue in the feedback was public transport. Access to the airport was also a common theme, followed by protection of heritage and urban form and walking and cycling.

Issues that did not attract a lot of comments in written feedback included inner city speed limits, funding availability and movement of goods to and through the city.

4.2 Congestion including the Terrace and Mt Victoria tunnels

Of the 46 pieces of written feedback received, 14 made comment on this topic, including key stakeholders the Automobile Association (AA) and New Zealand Police as well as public transport providers Stagecoach and Toll NZ, and members of the public.

Comments received include:

- Better roading is needed to solve congestion.
- Improving access to the Terrace and Mt Victoria tunnels and decreasing congestion at the outskirts could increase congestion in the city itself.
- The decreased use of private cars and increased use of public transport and travel demand management is the key to solving congestion
- Transit cannot build its way out of congestion.

- New Zealand Police want to see congestion managed by a modal shift rather than increased road space, believing that if the tunnels were widened they would just create pinch points elsewhere.
- If you could remove the airport and hospital traffic from the CBD by building a tunnel under the harbour to Miramar this would make less traffic in the inner city.
- As fuel prices increase that congestion will ease.
- Congestion is caused by buses travelling through the central city. The theoretical bus capacity of Lambton Quay is exceeded and so increasing the number of buses at peak times will not solve congestion.
- Tolls were suggested by one member of the public who wanted to see a \$5 charge on all routes into the City from the north. The money could then be used to fund an improved public transport system and the tolls would be dropped once congestion had been reduced by 20%.

4.3 Access to the airport and surrounding commercial area

Twenty items of feedback received contained comments on access to the airport and the surrounding commercial area. Key stakeholders the AA and Wellington International Airport Limited (WIAL) commented on this issue, as did Living Streets Aotearoa, Porirua and Upper Hutt City Councils, Stagecoach and the Wellington Regional Chamber of Commerce (WRCC).

Some of the issues raised in feedback raised regarding access to the airport include:

- Growth in air passenger numbers and a general concern at growing congestion between Airport and CBD, especially at morning peak time. There is general agreement that public transport to the Airport needs to be improved.
- WIAL has anecdotal evidence that people are taking earlier flights to avoid the congestion. The proximity of the airport to the CBD is a unique convenience for airport users and passengers, and freight may use an alternative airport if congestion gets too bad. Efficient freight movements, and subsequent additional freight storage, are required for the planned use of larger planes and this should largely be by rail. The advent of the Boeing 787 long distance airliner will allow direct services from Wellington to Asia and the United States for the first time. This will be a major boon to the local economy and it is vital that an infrastructure is in place to seize this opportunity and remove any barriers that may discourage businesses or passengers from using the airport. Would also like to see local transport networks improved to accommodate the new retail park that is being developed adjacent to the Airport.
- Airport freight cannot presently use the Cobham Drive/Stewart Duff Drive entrance to the airport due to size constraints, so travels through adjacent

suburbs instead which is becoming increasingly unacceptable to these residential communities. Residents would like to see freight traffic diverted to main roads, or a separate road on the western side to connect with Cobham Drive developed.

- Public transport to and from the airport: nine comments were received requesting a light rail link from the train station to the Airport, with several wanting light rail from Johnsonville to the Airport. If this ran around the bays it would be a tourist attraction as well as used by commuters and airline travellers.
- The Airport Flyer bus service was also attracted a number of comments. A more frequent Airport Flyer service that is synchronised with flight times is needed. The AA sees a need for the Airport Flyer service to be extended to Kapiti with different colour bus for easy identification. Living Streets Aotearoa think the Airport Flyer bus stop is tucked in a corner without a shelter and should be located outside the terminal doors.
- Living Streets Aotearoa also raised the issue that there are no footpaths alongside the airport/golf course, no secure cycle storage facility and no pedestrian access from Eastern suburbs.
- The WRCC commented on the lack of public transport from Miramar Peninsula to the Airport.
- It is essential that the proposed WCC stadium for near the Airport is linked to the public transport.
- Altering roading configurations will not solve the problem as there are too many cars and insufficient land available for adequate roads for them. Increased roading capacity to the Airport is really creating an increased capacity for cars to the eastern suburbs rather than to the airport.
- Extend the 2 lane motorway to Airport from Inner City Bypass. Construction of an underground tunnel / motorway under the harbour to the Airport was also suggested as was a 4 lane route through Mount Victoria and Hataitai as an alternative route.
- Upper Hutt City Council would like to see improved directional signage between the Airport and Hutt Valley.

4.4 Access to and through the city

Eight comments in feedback received were about this issue, including ones from Porirua City Council, Stagecoach and the WRCC.

Some of these comments are listed below.

- Porirua City Council feels that the corridor allows access to both the CBD and to State Highway One. It is essential these different areas are given distinct consideration rather than be considered as a joint access proposal that does not

acknowledge the differences between the two areas. In a similar vein another submitter wanted access to State Highway One and the hierarchy of roads to be another topic added for consideration.

- Improving access to the CBD may increase congestion in the city itself, and car parks should be provided on the outskirts of the CBD to encourage walking or cycling into the city
- Traffic should be directed to the motorway and discouraged from the CBD by providing free park-and-ride areas north of the railway station. Access to the CBD via Thorndon Quay and Featherston Street should be on a slow and narrow road and so would encourage people to park and ride.
- Congestion charges should be introduced and Lambton Quay be made off-limits to vehicles, except delivery vehicles.
- Traffic flows through the city need improving as the Courtenay/Dixon/Manners/Willis/Lambton route is frequently gridlocked, especially at afternoon peak time.

4.5 Pedestrian access to the waterfront

Written feedback contained comments from eight organisations and individuals on pedestrian access to the waterfront. Comments included:

- Traffic near the waterfront is a barrier to pedestrian access with the noise and smell of traffic “disconnecting” the city and waterfront.
- More bridges over the Quays would improve pedestrian access, and there is a need for a new city-to-sea bridge from Grey Street.
- Living Streets Aotearoa commented that waterfront traffic will decrease with the opening of the Inner City Bypass (ICB). They suggest a change in emphasis from vehicles to people and an increase in the number of pedestrian crossings. They suggest a cycleway in each direction with a reduction in speed limit and width of road.

4.6 Access to the hospital

Eight items of feedback made comment on this topic, including feedback received from Capital and Coast District Health Board (CCDHB), Porirua City Council and Living Streets Aotearoa. Some of the comments include:

- CCDHB submitted that there were a large numbers of hospital trips made from north of Ngauranga by staff, patients and visitors. Commuting staff do not use public transport as the travel time across the city is unacceptable due to lack of direct public transport from Hutt, Tawa or Kapiti. Patients cannot easily use

public transport as the need to make modal transfers is an impediment for elderly/mobility impaired/disabled patients and is also not always safe or user friendly for them. This is despite a high proportion of hospital users being non-car owners;

- Living Streets Aotearoa commented that hospital workers should use active means of transport as 60% live within 5km of the hospital. There should be bus and High Vehicle Occupancy (HVO) lanes as emergency vehicles can use these lanes. They also think there needs to be a shuttle service to Kenepuru Hospital from the City;
- There is a good bus service to the hospital and parking should be reserved for the non-able bodied, ambulances and taxis;
- Improved access should be based on public transport with buses and light rail to the hospital from the city. It was also suggested a light rail route pass through Newtown and connect to the Airport at Kilbirnie using the old tram route;
- Improved motorway access to the hospital from the CBD; and
- Traffic capacity is at saturation point on the roads around the hospital and to Newtown and congestion needed to be addressed.

4.7 Protection of heritage and urban form

Seventeen organisations and individuals made comments on this issue in their feedback including WIAL (Wellington Airport Limited), the Historic Places Trust (HPT), Living Streets Aotearoa and the Wellington Civic Trust. Some of the comments received included:

- The HPT noted that there were a number of historic places along the corridor and urges a comprehensive heritage assessment to be undertaken over the project area so that an assessment of heritage risks can be made. Consultation with tangata whenua, as well as historical research and a contemporary archaeological survey will need to be carried out. The project should also identify if an archaeological authority under the Historic Places Act 1993 is required.
- Living Streets Aotearoa feel that the existing urban form should only be altered as a last resort. Traffic calming measures should be adopted and public transport given priority, including bus lanes and light rail. Land use planning should be used so people can live near their work. Population increases at Johnsonville, Newtown and Kilbirnie could make public transport services more cost effective from these areas.
- The proposed emphasis on public transport must be supported by land use planning that discourages urban sprawl.

- Public transport powered by renewable energy should be used for local nodes to promote urban environments as this would strengthen communities.
- Concern that the vibrant, unique nature of the inner city and heritage environment could be lost to redeveloping transport projects. One comment was that the increased number of people living near the waterfront provided an opportunity to develop the area as a vibrant neighbourhood rather than a destination, but that traffic needed diverting first. Another noted that widening the waterfront route would ruin the urban form of the waterfront.
- One comment noted that the corridor will have more impact on urban form in Wellington than transport corridors in other centres. Thus solutions require a high standard of urban design and that cars are a threat to a vibrant urban form.
- The geographic constraints of the region were noted.
- One individual was concerned that Ruahine Street and Wellington Road should not be sacrificed to road widening.
- No city built itself to greatness by building more roads.

4.8 Inner city speed limits

Only four comments were made on inner city speed limits in the feedback received and are summarised below.

- All comments supported a lowering of speed limits. One reason given was that the city should be primarily for pedestrians, cyclists and public transport. Another thought Evans Bay Parade should be restricted to 40km/h on account of cyclists.
- The Police endorse setting of speed limits appropriate to the design and use of the road.

4.9 Passenger transport, including bus lanes

This was by far the most commented on topic, with 31 items of feedback making comments on it. Key stakeholders the AA, Cycle Aware, WIAL and OnTrack all commented on public transport in their replies, as did Living Streets Aotearoa, Porirua City Council, Stagecoach, Toll NZ, Transport 2000+ and the WRCC.

Five submissions supported improvements to public transport generally without any specific form of transport mentioned.

One individual pointed out that 30% of people do not have access to a car and so need a high class public transport system. Two commented that there should be a 10 minute maximum wait at any public transport stop.

These comments are summarised below under broad public transport groupings.

4.9.1 Bus

- The AA feels that the Airport Flyer service should be expanded by running later in the evening and also extended to Kapiti. It suggested a different colour bus for easy identification and along with others; thought that drivers should not be responsible for ticketing as it slows the service down. Park-and-ride bus systems should start at Ngauranga, Hutchison Road, Ruahine Street and Cobham Park with integrated tickets from coin operated dispensers.
- Cycle Aware argue that buses should be able to accommodate bicycles as this is common overseas.
- Living Streets Aotearoa support facilitating bus transport in the short-term by bus lanes, traffic signal pre-emption and restrictions on other vehicles, but think the buses are already taxing road capacity in the CBD. Thus in the long term light rail would be the next stage.
- OnTrack want commuters to easily be able to move from the railway station to the city, possibly with innovative bus services.
- WIAL is already exploring options for increased public transport to the airport and says a service to the railway station would be viable as well as an extended Airport Flyer service.
- Intelligent bus priority systems and hybrid fuel buses were also commented on, as was the currently topical issue of the need for new trolley buses.
- One individual was keen to see improved and more frequent services on evenings and weekends as some suburbs have no weekend bus services.
- Two comments supported more bus lanes.

4.9.2 Light Rail

- Fifteen comments supporting the introduction of light rail as a preferred form of public transport were noted in feedback, including feedback from OnTrack and Toll NZ.
- Many supported a light rail route from Wellington Railway Station through the CBD to the airport and hospital with the Wellington train station becoming a through station to improve capacity.
- There is also support for the Johnsonville Line trains to be replaced by light rail which could run through to the Airport. Light rail on the Hutt and Paraparaumu lines would not be feasible as these lines need to be used for freight.

- Services every 10 minute from 6am through to midnight on weekdays were preferred with rapid, possibly cashless, ticketing to allow quick loading/unloading during peak times. Any route that went via the Bays to the Airport would also be a tourist attraction. One individual thought an underground subway option should also be considered.
- Many comments acknowledged that there are cost issues associated with light rail as it is expensive to establish. One person suggested that businesses be invited to become small shareholders in the light rail system, possibly with naming rights to carriages and tax or rates credits.
- It was also felt that a light rail route to the airport should be designated now so that it can be built in the future.
- One comment was against light rail unless it can be clearly shown to be cost beneficial and not to adversely impact on bus services from other parts of Wellington. Another submitted that it was better to widen roads rather than install light rail as roads were cheaper.
- One individual wanted light rail as the main form of public transport as they were quiet clean and unobtrusive as well as more pleasant for pedestrians and cyclists. She thought that it was important not to have elevated options requiring overhead rails and tracks as these do not enhance neighbourhoods.

4.9.3 Heavy rail

- There was also strong support for improvements in the existing 'heavy rail' system from Johnsonville, Kapiti and the Hutt Valley, with trains needing to be upgraded and to run on time.
- There was support from Toll NZ for more park-and-ride options at outer stations, with improved lighting and safety at car parks. The AA thought parking should be increased at the Petone and Johnsonville stations by double decking.
- One comment felt that rail should be run by the government and councils as it is there to provide transport to people rather than to make a profit.
- OnTrack and a group of Tranz Metro locomotive engineers are concerned about the Kaiwharawhara 'throat' near the Wellington Train Station that causes a bottleneck in rail efficiency as there are not enough tracks to cope with rail services during peak times, causing delays. Both are keen for more rail links with the ferry terminal with the Kaiwharawhara Station moved closer to the terminals which would avoid the need for shuttles to and from Wellington Train Station.
- One comment stated that commuter rail loses money as the expansion of peak commuter services is at the expense of peak freight trains.

4.9.4 Ferries

- There was support for increased ferries to and from Eastbourne and possibly to Seatoun.

4.10 Walking and cycling

Sixteen comments were made on this topic in the feedback received, including comments from Capital Coast District Health Board, Cycle Aware, Living Streets Aotearoa, the New Zealand Police, Transport 2000+ and the Energy Efficiency and Conservation Authority (EECA). Some of the comments received in feedback are summarised below.

- Six comments, including one from the Police, concerned safety issues for cyclists and pedestrians. Six comments wanted separate cycle ways only for cycles. Four comments wanted separate pedestrian facilities that are not shared with cyclists.
- Cycle Aware point out there is an unacceptably high crash rate on the Ngauranga/Thorndon highway which needs to be addressed. They suggest removing the angle parking on Thorndon Quay to accommodate cycle lanes. The cycle route to the airport around Oriental Bay has numerous problems and several safety back spots and should be reviewed against international best practice. The cycleway needs lane colouring to keep cars out of it and regular remarking as it fades over time. The Mt Victoria bus tunnel should be available to cyclists with a Perspex wall to separate the noise and fumes from the cycleway. It already has a 30km/h restriction and would make a big difference to travel times to the Eastern Suburbs for cyclists.
- CCHDB would like to see more infrastructure to support cycling and walking, to a similar standard that has been provided in the inner city bypass, and improved safety for cyclists. Cycle friendly measures could include cycle friendly traffic signals, advance stop boxes at intersections and cycle marking at roundabouts. They believe this would lead to an increase in general levels of physical activity amongst the city's population, which would have a beneficial effect on public health.
- Living Streets Aotearoa commented that safety is a big concern with cyclists and pedestrian crashes an issue. Bus lanes are good for cyclists only if bus drivers are considerate. Cycling should be encouraged as it removes vehicles from roads but cyclists need separate cycle facilities that are not shared with pedestrians. They would like to see more traffic calming measures, pedestrian routes with footpaths and shelters and signage of key routes and short cuts. They would like to encourage people walking in the city centre to retain vitality.
- Two comments mentioned the need to improve facilities for mobility scooters in the future as our population ages.

- Some feedback commented that there needs to be consideration of the health benefits from walking and cycling. Non-motorised transport should be recognised as having an important role to play and should be separated from motorised forms of transport.
- There is a need to focus on walking as a key transport mode for short trips within the city but this requires reduction in traffic volume and improvement in quality of walking environments. Walking could be encouraged by ensuring all streets have a footpath on at least one side and traffic lights need a longer “cross” phase.
- One comment was that roads should be for the movement of people and not the storage of private property. Thus removal of on-street parking would allow dedicated cycle ways to be made. Ideally cycle ways should not be adjacent to car parks and should not stop abruptly for safety reasons.
- Two comments suggested cycle routes from the suburbs to the city and promoted as such. Cycling could also be encouraged by the provision of locked cycle stands.
- Improved maintenance and lighting of footpaths and cycleways was also commented on.

4.11 Linkages with the railway station

Seven written comments mentioned this topic with Living Streets Aotearoa, OnTrack and the Wellington Civic Trust making comments. There comments are summarised below:

- There were two comments on the position of Wellington train station which suggested it should be reviewed as it should be in the inner city and not at the gateway.
- OnTrack commented that access must be preserved. However, the need to change transport mode at the station is a deterrent as commuters need to easily be able to move from rail to the city. This may require innovative bus services and light rail.
- Living Streets Aotearoa reiterated that the station needs to be accessible both by public transport and by foot, and that it should be better signposted and managed as a single entity. Pedestrian access to the forecourt should be improved and timetables need to be co-ordinated and connected.

4.12 Availability and cost of parking

This issue attracted nine comments, including some from the AA, Living Streets Aotearoa and Toll NZ. Comments included:

- Having no parking in the CBD apart from parking for the disabled, taxis and deliveries. On street parking could then be turned into cycle lanes.
- Support for improved secure parking at Ngauranga and on city outskirts to encourage people to catch light rail into town.
- Increasing use of public transport will free up parking building land for development.
- Living Streets Aotearoa thought that parking was a competing use of road space and should be priced to take into account the negative effect of cars on the environment.
- The AA thought parking should be increased at Petone and Johnsonville train stations by double decking. Also that there should be park and ride for bus routes into the city with integrated tickets obtained from coin operated dispensers.

4.13 Movement of goods to and through the city

Only six comments were made on this issue in the feedback received, including remarks from Living Streets Aotearoa and EECA. Comments made include:

- Living Streets Aotearoa feel that long-haul trucks should be excluded from the CBD and only use the motorway. Loading bays need to be adequate and strictly enforced.
- One comment was that out-of-town traffic to the hospital and airport should be kept out of the city by building a tunnel to Miramar.
- EECA commented that links to regional freight strategies should be established.
- Lambton Quay, Willis Street and Courtenay Place should be pedestrian malls as there is adequate capacity in other streets for traffic. Car users could be persuaded to use public transport if high quality public transport and travel demand management was available.
- There should be no increased capacity of the motorway through the city and no more linkages with the inner city bypass.
- Movements of goods in the city will be facilitated by the decline in cars due to increased fuel costs

4.14 Funding availability

The issue attracted only seen comments in all feedback received, with Living Streets Aotearoa, Toll NZ and the WRCC all making comments, which are outline below.

- The WRCC thought that early consideration of funding is inconsistent with the intent of the LTMA. It is vital to look at the social and environmental impacts not just the funding required.
- Funding rules should equitably address all transport modes and as funding will be scarce, projects will need to be prioritised.
- Funding should be dictated by the urgent need to develop a transport system that prepares Wellington for the end of cheap oil and meets the Kyoto Protocol.
- Increased charges should be for private vehicles and not for public transport.
- As most of Transit's funding goes to the Auckland region and there will be financial restrictions for the next 20 years.

4.15 Other issues/things to consider

There were approximately 23 comments made in the feedback received on issues that did not fit into the categories above. These have been broadly grouped into the themes which are summarised below.

4.15.1 Linkages with the Inner City Bypass (ICB) and other roads

- The CCDHB feel that a linkage with the ICB will significantly improve access to the hospital from the Hutt/Porirua/Kapiti districts, but that travel demand needs to be managed sustainably if the new route is to remain efficient. This could be done by giving public transport priority which would also allow non-drivers to benefit from the new infrastructure.
- Living Streets Aotearoa think that the ICB should not be a through-route expect for public transport, so the speed limit should be reduced to 50km/h so the route is people-oriented.
- One individual did not want any more linkages and another could not see how the ICB would help with transport. Another commented that the ICB would help but that the routes beyond it were often congested. Another thought the ICB should continue up Pirie Street.
- Kapiti Coast District Council feels that strategic roading in the region cannot be solved by considering corridors in isolation and so the Hutt and Western corridors should be considered as well. They would like to see improved linkages of the CBD and local road networks with the State Highway routes.

4.15.2 Energy Efficiency and Environmental Impacts

- Nine comments were received regarding the need for a solution that is energy efficient and sustainable.

- Higher standards for vehicle emissions.
- Economic efficiency and environmental effects should be the prime considerations for solving transport systems rather than building more roads.

4.15.3 Access to Victoria University

- Victoria University commented that its Kelburn campus at peak times affects the movement of up to 12,000 people in the city and must be considered as part of any corridor solution.
- Another individual thought that there should be improved pedestrian link to the University from the southern end of the city, possible with pedestrian shelters and maybe even Hong Kong-style escalators up the hill.

4.15.4 Access to the Port

- Consideration of freight access to the Port by rail.
- Kaiwharawhara train station needs relocating closer to the ferry terminal. There was also support for improved access, especially for pedestrians, from the Port and ferry terminals to the CBD.

4.15.5 Other

- The Police commented on resource implications due to traffic volumes associated with major events in the city as it is actively being promoted by WCC as an events centre.
- The new stadium at Cobham Park will make traffic problems worse and that access to the Basin Reserve also needs to be considered.
- Porirua City Council considers that the transport solution should support the economic growth and other goals of the Wellington Regional Strategy and should not rely on a single route. The travel needs and behaviours of a significantly aged population needs to be considered.
- Need to ensure that traffic data for modelling uses peak flows in both directions.
- The CCDHB considers that it bears the cost of negative impact that the transport system has on public health, including accidents, respiratory illnesses due to emissions and lack of physical activity. They feel that obesity would be reduced by promoting active modes of travel such as walking and cycling.

5 Phase 2 of Public Consultation

Phase 2 of public consultation is scheduled to run from 24 August – 20 September 2006. Planning for this stage is due to commence in June and will concentrate on allowing the public and stakeholders to express their views on a range of feasible transport options for the corridor. This stage will focus on the *consult* level of the IAP2 spectrum of obtaining public feedback on options for the corridor.

Consultation in Phase 2 will include greater involvement with the general public with the development of a website dedicated to the study, static displays on the options an “Information Day” display with staff available to answer questions, and a flyer or booklet outlining the options and incorporating a feedback form. The public will be informed of the above via press releases, and possibly articles in the WCC’s “Absolutely Positively Wellington” magazine and GWRC’s “Elements” newspaper. One-on-one meetings will also be held with key stakeholders to obtain their views on the options.

All parties in Table 1 who were sent the Phase 1 brochure will also be sent Phase 2 information, as will all Phase 1 submitters in Table 2, as well as additional stakeholders identified in the Consultation Strategy. A total of 105 people and organisations, shown in Table 3, will be sent information of Phase 2 of consultation.

Table 3: Organisations to be sent Phase 2 Consultation Information

Accident Compensation Corporation	New Zealand Police
Ara Tahi	New Zealand Retailers' Assn
Automobile Association	New Zealand Taxi Federation
Basin Reserve Trust	OnTrack
Bus & Coach Association	Option3
Campaign for a Better City	Porirua City Council (x2)
Capital & Coast District Health Board	Positively Wellington Business
Carshare	Positively Wellington Tourism
Carterton District Council (x3)	Positively Wellington Waterfront
CentrePort	Regional Land Transport Committee
Cycle Aware Wellington	Road Transport Forum
Department of Conservation	South Wairarapa District Council (x3)
Employers & Manufacturers Assn (Central)	Stagecoach
Energy Efficiency & Conservation Authority	Sustainable Wellington
General Public (x24)	Toll NZ
Greater Wellington Regional Councillors (x6)	Transport 2000+
Heartbeat Wellington	Upper Hutt City Council (x3)
Historic Places Trust	Victoria University of Wellington
Hutt City Council (x3)	Waterfront Watch
Hutt Valley District Health Board	Wellington City Council (x3)
Kapiti Coast District Council (x3)	Wellington Civic Trust
Land Transport New Zealand	Wellington Emergency Management Office

Living Streets Aotearoa	Wellington Engineering Lifelines Group
Mana Coach Services	Wellington Free Ambulance
Massey University Wellington	Wellington International Airport
Masterton District Council (x3)	Wellington Regional Chamber of Commerce
Ministry of Civil Defence	Wellington Tenth Trust
Ministry of Transport	World Environment Centre
New Zealand Fire Service	

6 Conclusions

Phase 1 of public consultation on the Ngauranga to Airport Strategic Transport Study attracted a total of 46 written comments. There was a very low response from the 67 key stakeholders and organisations in Table 1 who were sent a copy of the consultation brochure, with only 17 submitting feedback. There was, however, a good response from the general public with comments received from 29 individuals and organisations

There is good support for public transport, especially light rail, with a route through the city to the airport a popular topic. Improved access to the airport, walking and cycling and protection of heritage and urban form were also issues frequently commented on.

It can be concluded that those that gave feedback seem to think that problems on the corridor are not caused by the roads, but the number of cars on them which can be decreased by improvements to public transport.

Appendix One
Consultation Documents

13 April 2006

[first name] [last name]
[organisation]
[address]
[city]

Dear

Ngauranga to Airport Strategic Transport Study

Transit New Zealand, Wellington City Council and Greater Wellington Regional Council are developing a strategy to address the major transport issues between the Ngauranga Interchange and Wellington Airport.

You have been identified as a key stakeholder with a direct interest in the outcomes of the study and your input is critical to its success.

As a key stakeholder we will seek your views, keep you informed, listen to and acknowledge your concerns and provide feedback on how your participation influenced the decisions throughout the duration of the study.

As part of the first phase of the project we are interested in receiving your:

- comments on the *things to consider*, as identified in the flyer;
- suggestions on any other aspects you think we should consider; and
- ideas on what solutions we should explore.

Information on the scope of the study is available in the enclosed flyer. For further information, please visit www.transit.govt.nz/projects/ or phone Cathy Swan at Opus International Consultants on 04 471 7232.

Please send your written comments to email: transport_study@opus.co.nz or by post to: Ngauranga to Airport Strategic Transport Study, PO Box 12-003, Wellington. Comments to be received by **Monday 15 May 2006**.

I look forward to working with you on this project.

Yours sincerely



Graham Taylor
Regional Manager, Transit New Zealand

Phases of the Study

We have broken the Study into four distinct phases which will be completed by mid 2007:

This flyer is part of Phase 1 where we ask you to identify the key issues along the transport corridor between the Ngauranga Interchange and Wellington Airport, and what some of the solutions might be.

During Phase 2, you will be able to discuss and express your views on a range of feasible options. We will organise an open day, website and displays to keep you informed.

As part of Phase 3, we will ask your opinion on the preferred package of options. We will incorporate your feedback into Phase 4 when we will publicise the final Transport Strategy.

Phase	Completion date
Phase 1	Early 2006
Phase 2	Mid to late 2006
Phase 3	Late 2006
Phase 4	Mid 2007



Consultation process

Input from the community is a critical part of the Study process.

We will seek your views, keep you informed, listen to and respond to your concerns during the Study. You can contribute to the consultation process throughout the Study.

Contact Us

If you would like further information on the Study please visit:

www.transit.govt.nz/projects

Alternatively, you can contact:

Cathy Swan

Opus International Consultants Wellington

Ph: 04 471 7232

All written comments need to be received by 15 May 2006. Please send your comments to:

Ngauranga to Airport
Strategic Transport Study
PO Box 17-003
Wellington

Email: transport.study@opis.co.nz

Ngauranga to Airport Strategic Transport Study



HAVE YOUR SAY
Travelling between the
Ngauranga Interchange and
Wellington Airport.



www.transit.govt.nz/projects

Apr 19th 2006 8:20pm RAIL LINK MOOTED
 Manawatu Standard 94 words
 Page: 3.

A RAIL link between Wellington city and the airport is likely to be examined as part of a study key route. Transit, Greater Wellington Regional Council and Wellington City Council this week looking at ways to improve transport links between Ngauranga Gorge and the airport. The State Highway 1 route is the most congested in the region.
 Credit: Manawatu Standard

Even Post - Wed 19/4 p A3

Rail link to airport considered

A RAIL link between Wellington city and the airport is likely to be examined as part of a study into the best way to improve transport links between Ngauranga Gorge and the airport.

Transit, Greater Wellington Regional Council and Wellington City Council have begun looking at ways to improve transport links between Ngauranga Gorge and the airport.

The State Highway 1 route is the most congested in the region.

The study, which started this week, will also examine access to the ferry terminals, Westgate Station, the central railway station, Te Papa, the waterfront and Wellington Hospital.

It will look at ways to remove major traffic bottlenecks on The Terrace and at Mt Victoria tunnel.

Transit's regional transportation manager Eric Whitford said the study would consider the benefits of both public and private transport.

"We anticipate some sort of rail link will come out of consultation," he said. "It's not just roads, we need to look at all modes of transport."

Wellington mayor Kerry Prendergast said long-term solutions were needed to make things flow on the route and ease frustration.

The public is being asked for views on the route. Public submissions must be received by May 15, with draft options to be shown up by the middle of the year. The final strategy is expected in the middle of next year.

THE WELLINGTONIAN, APRIL 27, 2006 NEWS 5

Feedback on route to airport sought

THE PUBLIC is being asked to comment on improvements to the Ngauranga Gorge to Wellington Airport route.

Transit New Zealand, Wellington City Council and the Greater Wellington regional council have released their initial consultation document as part of the Ngauranga to Airport strategic transportation study.

Public feedback is sought on various issues along the route - from the Ngauranga Gorge to the airport - such as congestion, access to the airport, pedestrian access to the

waterfront, land use and heritage issues, car parking and public transport.

Transit New Zealand regional manager Graham Taylor says it is important to find the right balance between passenger transport, pedestrians, cyclists and motorists in Wellington's urban setting.

The study is expected to identify the needs and solutions for the corridor and public submissions are an important part of the process to ensure the appropriate balance is found, he says.

This is only the first

phase of consultation, with three more phases to follow, which will include getting public feedback on proposed options that will be developed by late 2005. The entire study is expected to be completed by mid-2007.

Regional Land Transport Committee chairperson Terry McDavitt says the study will form an important part of the Regional Land Transport Strategy along with other corridor plans.

"By looking at the Ngauranga to Airport corridor in conjunction with the Western, Hutt and

Wairarapa corridors, it will help to develop a better perspective towards improving Wellington's transport infrastructure," she said.

Wellington City Mayor Kerry Prendergast says that this corridor is the most congested part of the Wellington region's transport network for getting people into the city, to the port and across the city to the airport.

"To increase travel efficiency around the city, we need to consider the factors that are causing some of the problems, and with the help of the Wel-

lington public, develop some long-term solutions to make travelling into and out of the city easier and as frustration-free as possible," she says.

◆ Consultation leaflet can be downloaded from the Transit New Zealand website on www.transit.govt.nz or picked up from your local council libraries. Public submissions need to be received by May 15, 2006.