

Submission on the Ngauranga to Airport Draft Corridor Plan

My contact details:

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I do/do not (delete one) wish to present my submission in person

I would/would not (delete one) like to receive further information from Sustainable Wellington Transport

The Ngauranga to Airport Draft Corridor Plan is based on a “business as usual” model that no longer works. Relying heavily on a model which demands big road building programmes to accommodate traffic growth increases our vulnerability to high oil prices, which have already led to a reduction in car use in Wellington. The planned roading programme runs directly counter to Wellington’s commitment to action on climate change. Therefore, I want to see Greater Wellington and Wellington City Council and Transit New Zealand adopt a new transport philosophy which gives a much higher priority to walking, cycling and public transport and that rejects the idea of increasing roading capacity. I ask that you:

1. **Listen** to strong public feedback from the second stage of consultation in which the public overwhelmingly supported light rail, bus lanes and provision of facilities for walkers and cyclists. Submitters were also strongly opposed to roading options, in particular the flyover by the Basin Reserve and duplication of the tunnels at Mt Victoria and The Terrace. Available money should be allocated to sustainable modes first.
2. See the issues of climate change and peak oil as an opportunity to design a resilient transport system that is less dependent on oil and that will actively reduce greenhouse gas emissions. This requires greater provision for walking, cycling and electrified public transport.
3. Focus on ‘crossing the corridor’ movements as well as those travelling along it for all modes, especially walking to school journeys and instead plan for a city environment that is sustainable, accessible, safe and liveable.
4. Specifically, introduce bus lanes as a matter of priority through the central city and undertake a scheme assessment for light rail within the next two years. Implement light rail through Wellington within the next five years. Delete scheme assessment and construction money for the tunnels at The Terrace and Mt Victoria tunnels. Reject any plans to build a flyover at the Basin Reserve and for 4 laning Ruahine Street and Wellington Road.

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Specific projects

Bus lanes

- The creation of a public transport spine along the corridor is of the utmost importance. Bus lanes therefore need to be introduced immediately. Delays to their implementation are unacceptable.

Rail

- Immediate commitment to a scheme assessment for light rail within 2 years and introduction of light rail within 5 years. This is necessary to complete the reach of the rail spine of the regional public transport system so that it connects all the major regional travel nodes in addition to promoting denser urban form.

Walking and cycling

- Allocate resources for cycling and walking projects proportionate to the number of trips taken
- Priority for walkers in inner city areas, increased use of 30km/hr zones and removal of simultaneous green traffic lights and pedestrian phases at busy crossings along this corridor
- Expand the Safe Routes to Schools programme, with a commitment to prioritising pedestrians
- Safety improvements around all bus stops and train stations
- Reduce traffic lanes from 6 to 4 on the waterfront
- Prioritise traffic calming measures along the corridor and suburban centres
- Bus lanes that can safely accommodate cyclists
- Implementation of the Great Harbour Way walk and cycle path
- Introduce a public bike hire scheme

Roading options

Delete:

- Duplicated tunnels at Mt Victoria and The Terrace and scheme assessment money for both projects
- The flyover around the Basin Reserve
- Street widening for Wellington Road and Ruahine Street
- Motorway improvements Ngauranga to Aotea
- Cobham Drive roundabout improvements

Supporting initiatives

- Prioritise introduction of real time information and efficient and integrated electronic ticketing
- Implementation of urban densification policies as quickly as possible
- Initiatives to support telecommuting and ridesharing
- Support initiatives to encourage flexible working hours
- Introduce a car share pilot scheme

Additional comments

Sustainable Wellington Transport is a coalition of groups committed to a sustainable transport system for Wellington. More information can be obtained at <http://wellingtontransport.wordpress.com/>, 027-359-0293 or senjmito@gmail.com

