

From:
The Wellington Civic Trust
P.O.Box 10183
WELLINGTON
www.wellingtoncivictrust.org

12 May 2006

To:
Ngauranga to Airport Strategic Transport Study
P.O.Box 12-003
WELLINGTON.

Dear Sirs,

This responds to Phase 1 of your current exercise where you invite public submissions “to identify the key issues along the transport corridor between the Ngauranga Interchange and Wellington Airport, and what some of the solutions might be”.

The Wellington Civic Trust was established in 1981 with objectives including:

- To promote a civic environment whereby the City of Wellington, its surroundings and its adjacent countryside becomes a resource for the use, benefit and enjoyment of all Wellington citizens;
- To promote high standards in architecture, landscape management, building, and town and country planning;

The Ngauranga-to-Airport Corridor is not only wholly within the City of Wellington, but also contributes to the viability of Wellington as the regional centre. Because of the distinctive geography of Wellington, in its setting between harbour and hills, this corridor will always be a highly visible and potentially intrusive feature in the cityscape.

The “key issues” which the Civic Trust wishes to identify at this opening stage of the study are, therefore:

1. The corridor will have more direct impact on urban form in Wellington than similar transport corridors generally; the solutions require a particularly high standard of urban design.
2. The corridor serves as both (i) access to the CBD and (ii) part of the national Auckland-Christchurch corridor. Each of these has quite different dynamics and requirements. It is essential that they are given distinct consideration rather than morphed into one generic proposal which fails to acknowledge these differences.
3. Access between the CBD and the waterfront is an acknowledged urban design need in Wellington. It is currently hampered by the high traffic flows, including corridor traffic, along Jervois Quay and related streets. The corridor study must actively seek to improve those CBD-waterfront links.
4. The CBD’s urban form as the vibrant regional centre depends on minimizing the impact of private motor vehicles trying to go to it or park in it. The corridor

- accordingly needs to give a high priority to quality (frequency, reliability, safety, sustainability) public transport.
5. For historical reasons (the selection of the Railway Station site in the 1930s, when long-distance traffic was a major consideration, i.e. its function was more akin to that of a present-day airport terminal) suburban and regional passenger trains along this corridor now terminate on the northern edge of the CBD, causing a “mode change” at that point. The corridor study must consider the benefits of moving that point of mode change further south along the growth spine, and to not be confined to traditional “heavy rail” thinking in this consideration.
 6. The Trust is holding a Public Seminar on 26th August this year on the “Northern Gateway” i.e. the urban design futures of the flat land between Ngauranga and the CBD. This seminar is driven by the Trust’s belief that the area is too important to the urban design quality of Wellington to be simply the site of large traffic engineering projects by various stakeholders. We are confident that the Seminar will produce outcomes of value to the corridor study.

The Wellington Civic Trust will be commenting on the further phases of this Corridor Study but wishes to reinforce its general position at this opening stage.

Yours faithfully

Di Buchan
President.