

WELLINGTON



The Wellington region's transport challenges are dominated by the region's concentration of population in the metropolitan cities, its importance as the nation's capital, constrained access corridors along SH1 and SH2 and the significant economic role its port plays to connect the North and South Islands.

Wellington's constrained corridors to and from community and economic centres in Kapiti, the Hutt Valley, Wairarapa and beyond have shaped the region's transport network. The region relies on two north-south transport corridors that include road and rail.

Key urban centres throughout the region - central Wellington city has the highest concentration of employment in New Zealand - are at risk of becoming isolated in a major event such as a severe earthquake, storms, serious crashes and rising sea levels. There is limited east-west connectivity, few alternative routes and the main rail and road corridors are close to each other.

The region's transport system is notable for its multi-modal nature. There is an almost even split between driving and other modes of transport entering the Wellington CBD at peak commuting times. While about half of morning commuters drive, nearly 40 percent take the train and the remaining 10 percent use the bus, or cycle or walk.

The more than 82,000 people traveling to or through the Wellington CBD each day create a significant commuter peak both on road and public transport networks. In recent years, weekend peaks have also developed around the middle of the day on Saturday and Sunday. Congestion pressure in Wellington city is further exacerbated by the need to traverse the CBD to reach key facilities, such as the city's main hospital and its airport.

The Transport Agency will continue working with its Let's Get Wellington Moving partners to further investigate and deliver the best transport solutions to benefit the city and the wider region.

The road network has a number of pinch points, including the Ngauranga Gorge interchange. A lack of alternative routes limits the capacity and resilience of the network, particularly at peak times.

\$1.9 BILLION

FORECAST TOTAL
WELLINGTON
INVESTMENT

**\$422
MILLION**

FORECAST
MAINTENANCE
AND OPERATIONS

**\$614
MILLION**

FORECAST
PUBLIC
TRANSPORT
INVESTMENT






**\$83
MILLION**

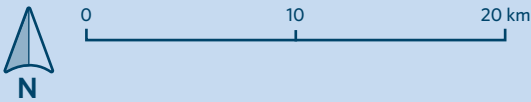
FORECAST
WALKING
AND CYCLING

22%

SPEND
TARGETING
SAFETY

INVESTMENTS

-  Resilience
-  Transport choice
-  Safety
-  Walking and cycling
-  Key routes



The Transport Agency will invest in an intelligent transport system (ITS) improvement programme to provide people with near real-time information to help them plan safe and efficient journeys. It will also invest in interim measures on SH1 from Tawa through to the Wellington CBD, to ensure that people and goods can get where they need to be, reliably and safely.

The region's projected population growth adds to the challenges facing its land transport system. About 40 percent of people live in Wellington city. Wellington's CBD will remain the fastest growing residential area in the region with the population expected to nearly double over the next 20 years. However, Wellington's northern suburbs, Porirua, and north of Waikanae on the Kāpiti Coast, will continue to grow, as will Hutt City but at a slower rate.

As the home of central government, Wellington city's economy is dominated by public administration and services. Nearly 60 percent of the region's jobs are located in the city, with 60 percent of those jobs concentrated in the CBD.

Hutt City is the second largest employment centre. As transport connections to Porirua and Kāpiti improve, service and commercial industries in those locations are expected to grow. In Wairarapa, agriculture, forestry and viticulture are the main economic drivers with tourism growing in importance.

Nationally, the region will continue to play an important transportation role in connecting the North and South Islands. The inter-island ferry services in Wellington provides a critical road/rail link for passengers and freight. Wellington airport, the country's third busiest airport, is expected to see strong growth in passenger numbers.

IMPROVING NETWORK RESILIENCE

Disruption to the transport system has social and economic impacts. Parts of the Wellington region are at risk from isolation in a major event. The Transport Agency's plans to improve resilience include:

- the east/west Petone to Grenada Link Road was proposed to increase resilience of the roading network, and increase connectivity between Porirua and the Hutt Valley. To ensure that an east/west link will deliver on the Government's objectives, the Transport Agency is expected to address the risk of isolation faced by people in parts of Wellington and the Hutt Valley. In re-evaluating the existing project, the Transport Agency will explore opportunities to increase resilience
- the Wellington to Hutt Valley Walking and Cycling Link will enhance transport choices and significantly improve resilience by protecting Wellington's transport system with a new sea wall
- identifying opportunities to improve access to CentrePort in Wellington, to support the region's ability to recover after a high-impact event
- the SH2/Melling (river link) transport improvements project which is being re-evaluated.

INVESTING IN PUBLIC TRANSPORT

Expanded public transport services will improve access to education, healthcare, employment and training opportunities. Priorities in the Wellington region include:

- improving connections between rail, buses, walkways and cycleways in support of the Let's Get Wellington Moving initiative
- investigating rapid transit options for Wellington city as part of Let's Get Wellington Moving
- development of mobility hubs, such as bus hubs and rail 'park and ride' amenities, and getting more people to use trains and buses
- supporting improvements to the regional bus fleet that includes adding electric double decker and low emission buses
- supporting the implementation of Wellington city's new bus network.

WALKING AND CYCLING

In Wellington, more people walk or cycle to work compared to the national average. Around 80 percent of people living in the CBD walk to work. Wellington's focus is on providing greater transport choice using an integrated transport approach that encourages more people to walk or cycle.

The Transport Agency expects to invest \$83m in walking and cycling in the Wellington region with the following priorities:

- Developing and delivering walking and cycling networks in Wellington, the Hutt Valley, Kāpiti and Porirua.
- Designing and delivering the Wellington to Hutt Valley walking and cycling shared path.
- Improving pedestrian facilities in Wellington CBD identified by Let's Get Wellington Moving.

The Transport Agency and ACC have developed a national cycling education system to increase the reach of cycling education in New Zealand.

SAFER JOURNEYS

Since 2007, the region has seen a steady decline in the number of people killed or injured in crashes. Targeting high-risk crash areas, installing central median barriers in high-speed environments and improved vehicle safety standards contribute to this trend.

The Transport Agency will invest in speed management and other safety measures to further reduce deaths and serious injuries.

SH2 is the primary link between Wellington and rural Wairarapa and has a poor safety record, particularly for motorcyclists. Median and roadside barriers, intersection improvements and speed management will be used along the corridor to improve safety.

SH58 connects SH1 and SH2 and has a poor safety record in the region. A package of safety improvements for SH58 is moving into the construction stage. The improvements include two new roundabouts and median and roadside safety barriers.

The Transport Agency is investing in the Weigh Right programme and will replace the weigh station on SH1 at Plimmerton. It will also work with the freight industry to reduce heavy vehicle overloading, which will improve road safety and reduce long-term road maintenance needs.

BETTER ENVIRONMENTAL OUTCOMES

The Transport Agency will build on its good environmental practices to better manage any adverse environmental effects of the state highway network. The Transport Agency's national programme to replace all state highway lighting with more cost effective LED lighting to save costs on power and maintenance will be accelerated across the region.

STATE HIGHWAY INVESTMENT

Three projects in the Wellington region are being re-evaluated to determine alignment with the new Government Policy Statement on land transport (GPS). These include Ōtaki to North of Levin, SH2 (River Link) Melling transport improvements and the Petone to Grenada Link Road.

The following projects already in construction will continue:

- Transmission Gully
- Peka Peka to Ōtaki Expressway
- SH1 Mackays to Peka Peka Expressway.

MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within the region and beyond. Over the 2018-21 period, local roads will receive \$332m and state highways \$759m for maintenance and improvements.

The Transport Agency will fund low cost, low risk investments that target the Government's desired outcomes as set out in the GPS. Examples include improvements to specific intersections, traffic calming measures, improvements to lighting to increase safety, and walking and cycling facilities.

INVESTMENT HIGHLIGHTS

- The \$45m investment in State Highway 58 safety improvements will reduce serious crashes on the stretch of state highway by up to 65%.
- Let's Get Wellington Moving to deliver a range of multi-modal improvements to unlock economic development opportunities. This initiative includes high-quality walking and cycling, better public transport, a smarter transport network, and selected road improvements.
- A \$43m investment in the Ngauranga to Petone section of the shared walking and cycling path will provide a much needed walking/cycling connection between Wellington and the Hutt Valley and increase resilience by building a new seawall that will protect the shared path, the rail line and SH2.
- A \$106m investment in two rail infrastructure projects, track renewals and additional rolling stock, will unlock Wellington's metro rail network capacity and improve resilience.
- Investment in the construction of a new four-lane median divided highway on SH1 from Peka Peka to Ōtaki will increase the efficiency of moving freight and people between Wellington and the north, and facilitate economic development.
- Completion of Transmission Gully.

CASE STUDY

LET'S GET WELLINGTON MOVING

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the Transport Agency. Our focus is the area from Ngauranga Gorge to the airport, including the Wellington Urban Motorway and connections to the central city, hospital, and the eastern and southern suburbs.

Wellington's transport problems are starting to impact on the liveability of the city and region, and its economic growth and productivity. These include:

- growing traffic congestion and unreliable journey times
- poor and declining levels of service
- safety issues, especially for walking and cycling
- vulnerability to disruption from unplanned events.

Following input from 10,000 Wellingtonians, LGWM developed a set of urban design and transport principles to guide our work and inform our programme objectives, which include:

- enhancing the liveability of the central city
- providing more efficient and reliable access for all users
- reducing reliance on private vehicle travel
- improving safety for all users
- ensuring the transport system can adapt to disruptions and uncertainty.

LGWM's aim is to build on Wellington's unique character to deliver a great harbour city and region, accessible to all, with attractive places, shared streets, and efficient local and regional journeys.

To achieve this, LGWM is using a whole-of-system approach which integrates compact, attractive, and sustainable development with a transport system that moves more people with fewer vehicles.

Using extensive data collection and modelling, and feedback from public and stakeholder engagement, LGWM is developing a recommended programme of investment.

This is a high-level plan that lays out LGWM's preferred approach to transport investment over the next decade or more. It describes small improvements that can be delivered in the short-term and large-scale infrastructure changes that will take a number of years to design and implement.

The recommended programme will include a range of multi-modal improvements that work together:

- High-quality walking and cycling.
- Better public transport.
- A smarter transport network.
- Selected road improvements.
- Urban development changes.

The recommended programme will be refined as detailed investigation, design, engagement and consenting work is done in the next stages.

