

Te Upoko o Te Ika Māui Greater Wellington

Investment in Greater Wellington during the 2021-24 NLTP is focused on enabling more people to use sustainable travel options like walking, cycling and public transport – and on improving the safety, reliability and resilience of the region's road network.



Completed or underway

- **Te Aranui o Te Rangihaeata Transmission Gully Motorway**, one of the largest transport infrastructure projects in New Zealand, opened in March 2022 after six years and more than 12 million work hours to build.
- Significant progress was made on the **Peka Peka to Ōtaki Expressway**, the new stretch of SH1 that will connect with the recently constructed MacKays to Peka Peka Expressway.
- The **RiverLink Programme**, a partnership between Waka Kotahi, Hutt City Council, Greater Wellington Regional Council, Taranaki Whānui and Ngāti Toa, lodged combined consent applications in 2021, completed Environment Court hearings in early 2022 and received consents in late 2022.
- Work proceeded on the Let's Get Wellington Moving early delivery programme of City Streets improvements, as well

as the major transformational business cases.

- Good progress was made on key walking and cycling projects connecting Wellington with the Hutt Valley, which make up **Te Ara Tupua**:
 - » Construction continued on the **Pito-One (Petone) to Melling** section, which is expected to open in 2023.
 - » The **Ngā Ūranga ki Pito-One (Ngāūranga to Petone) the Te Ara Tupua Alliance** was established as the delivery team for this phase.
 - » The project won the **IAP2 Australasia Core Values Award for Indigenous Engagement** for the partnership between Waka Kotahi and iwi mana whenua (Taranaki Whānui and Ngāti Toa).
 - » Hutt City Council's **Tupua Horo Nuku Eastern Bays shared path** was integrated with the Te Ara Tupua Alliance as a coastal shared path project with similar complexities.

2021 Regional deaths and serious injuries statistics

201

Total

deaths and serious injuries

\$

Social cost of
\$271.5m

56

deaths and serious injuries of occupants in 1 or 2-star rated vehicles

57

Aged 16-24

deaths and serious injuries

31

Pedestrian

deaths and serious injuries

32

Cyclist

deaths and serious injuries

39

Motorcyclist

deaths and serious injuries

Better travel options

Wellington already has the highest number of public transport users in the country, with 30% of journeys made by public transport modes, and walking or cycling. Despite this, Wellington is the fourth biggest contributor to transport carbon emissions, so we need a significant shift in the way people travel, by making it easier to use low-emissions travel options.

Our investment during the next three years will support an integrated and well-designed land transport system to help people use different ways to move around for many of their journeys. This investment will help to reduce regional transport emissions.

Improving safety

Safety in Wellington continues to be a focus, with deaths and serious injuries having increased at a higher rate than population growth. People most at-risk are cyclists and pedestrians in the urban areas, and those travelling on high-risk motorcycle routes and on high-risk rural roads.

The SH58 and SH2 Melling transport improvements will help improve safety on existing roads, especially at high-risk intersections and on high-risk urban and rural roads, while major projects, including Transmission Gully and Peka Peka to Ōtaki, will improve safety through the provision of new infrastructure.

Completed or underway

- A new alliance was set up to deliver maintenance and operations activities across Greater Wellington's highway corridors for 11 years. The **Wellington Transport Alliance** has three partners – Waka Kotahi, Fulton Hogan and WSP – working as one team to deliver a safer, more efficient transport system for the region.
- We've delivered a number of repairs, safety improvements and upgrades to shared walking and cycling paths – most significantly on **SH1 at Ngāūranga Gorge** but also:
 - » SH59 – Paekākāriki near Fisherman's Table
 - » SH2 – south of Silverstream intersection, south of Moonshine Bridge, connecting paths beside Moonshine Road exit onto highway, and
 - » SH58 – Paremata Road north of the small Paremata roundabout.
- Work continued to make **SH58** safer, with road strengthening and a retaining wall on the Mount Cecil Road to Harris Road section, and planning underway for final improvements, including new roundabouts at two key intersections.
- Public feedback was received on possible speed limit changes on **SH2 Ngāūranga to Featherston**. Feasibility design studies are being completed for safety improvements along this corridor with construction

funding yet to be allocated. Some early safety improvements being rolled out, include closing the unsafe intersection of SH2 and Cornish Street in Petone. Cornish Street was successfully closed in April 2022 following consultation with Hutt City Council and local businesses.

- A construction contract was awarded, and early works began, on safety improvements on **SH2 between Masterton and Carterton**. Median barriers and new roundabouts at three intersections will improve safety. There was also consultation on speed limit reviews along SH2 between Masterton and Featherston.
- **SH1 Ōtaki to Levin safety improvements** were completed at Kuku and a speed review is underway to ensure everyone who uses this stretch of road can get where they're going safely.

Improving freight connections

The Wellington region is constrained geographically and is vulnerable to earthquakes, severe storms, landslides and sea level rise. It's critical we ensure people and goods have reliable and efficient access to key destinations in the region, such as the Wellington port, ferry terminals, airport and hospitals.

During the next three years, we'll look to continue improving the resilience of two main corridors, SH1 and SH2 to help protect this constrained access.

Major roading infrastructure projects such as the Transmission Gully motorway, Peka Peka to Ōtaki Expressway and safety improvements to SH58 will provide more resilient, reliable and safer routes in and out of Wellington.

Wellington is also a vital gateway for freight and travel between the North and South Islands and we're working with our partners to improve the resilience of this inter-island connection as well as preparing for the new larger InterIslander ferries.

Let's Get Wellington Moving

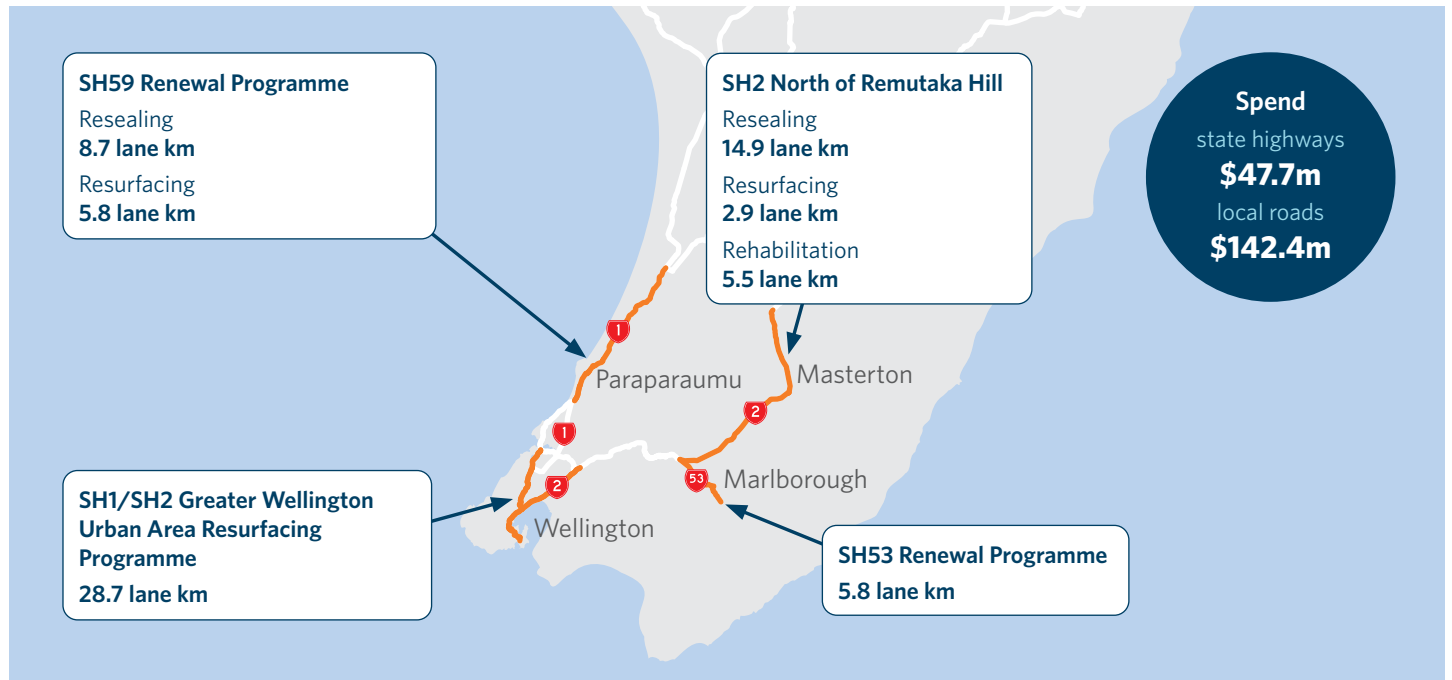
During this NLTP period, the programme continues to focus on the short-term 'early delivery' activities.

Completed or underway

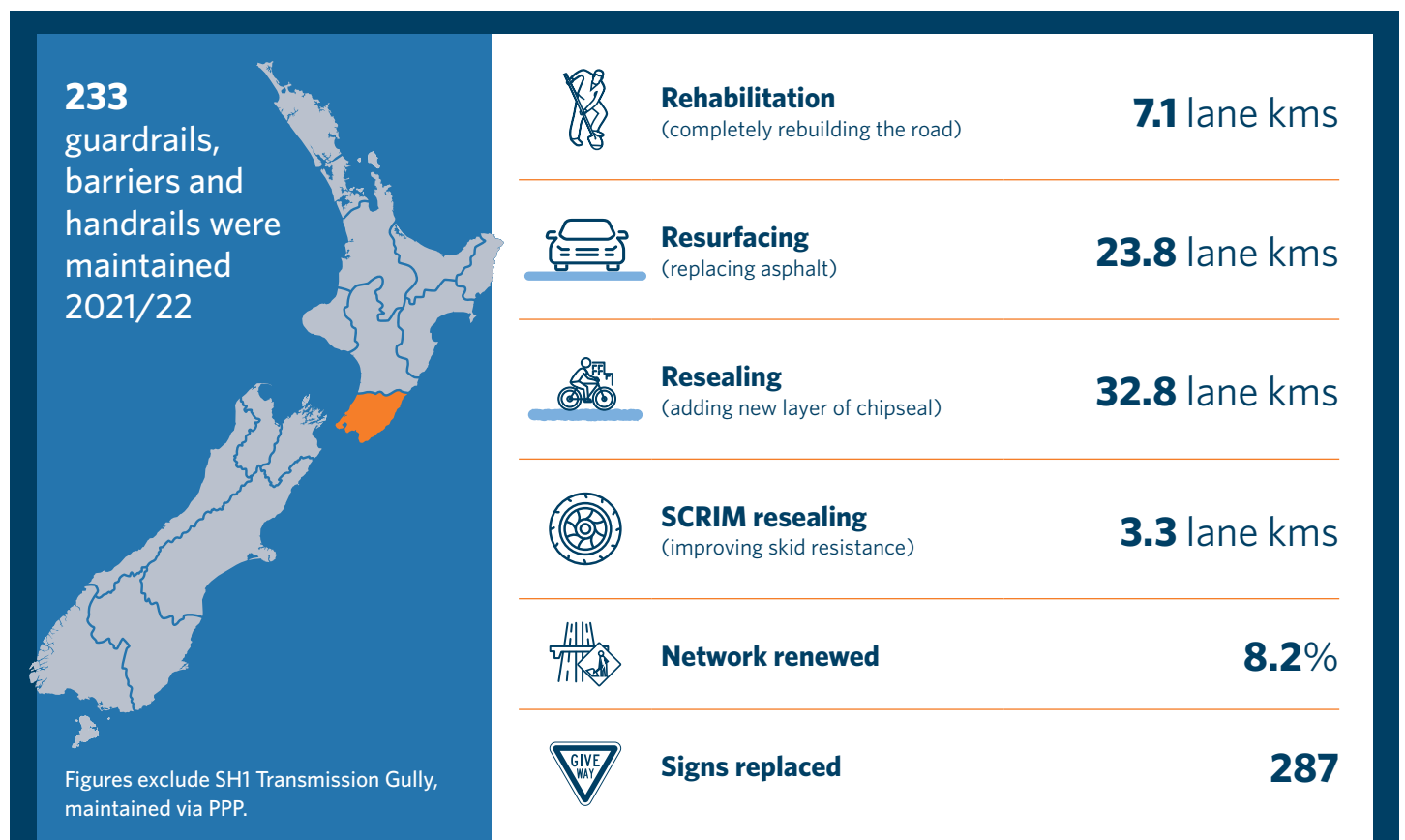
- Safer journeys are on the horizon with construction of a new signal-controlled walking and cycling crossing on **SH1 Cobham Drive**.
- After community input into the design, the programme's central city walking improvements project is now underway, to make the central city safer and more accessible.
- Business cases for major regional projects such as mass rapid transit and strategic highway improvements continue to progress.

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Road renewal activity 2021/22: 63.7 lane km 2022/23: 88.9 lane km (planned)



State highway maintenance summary 2021/22



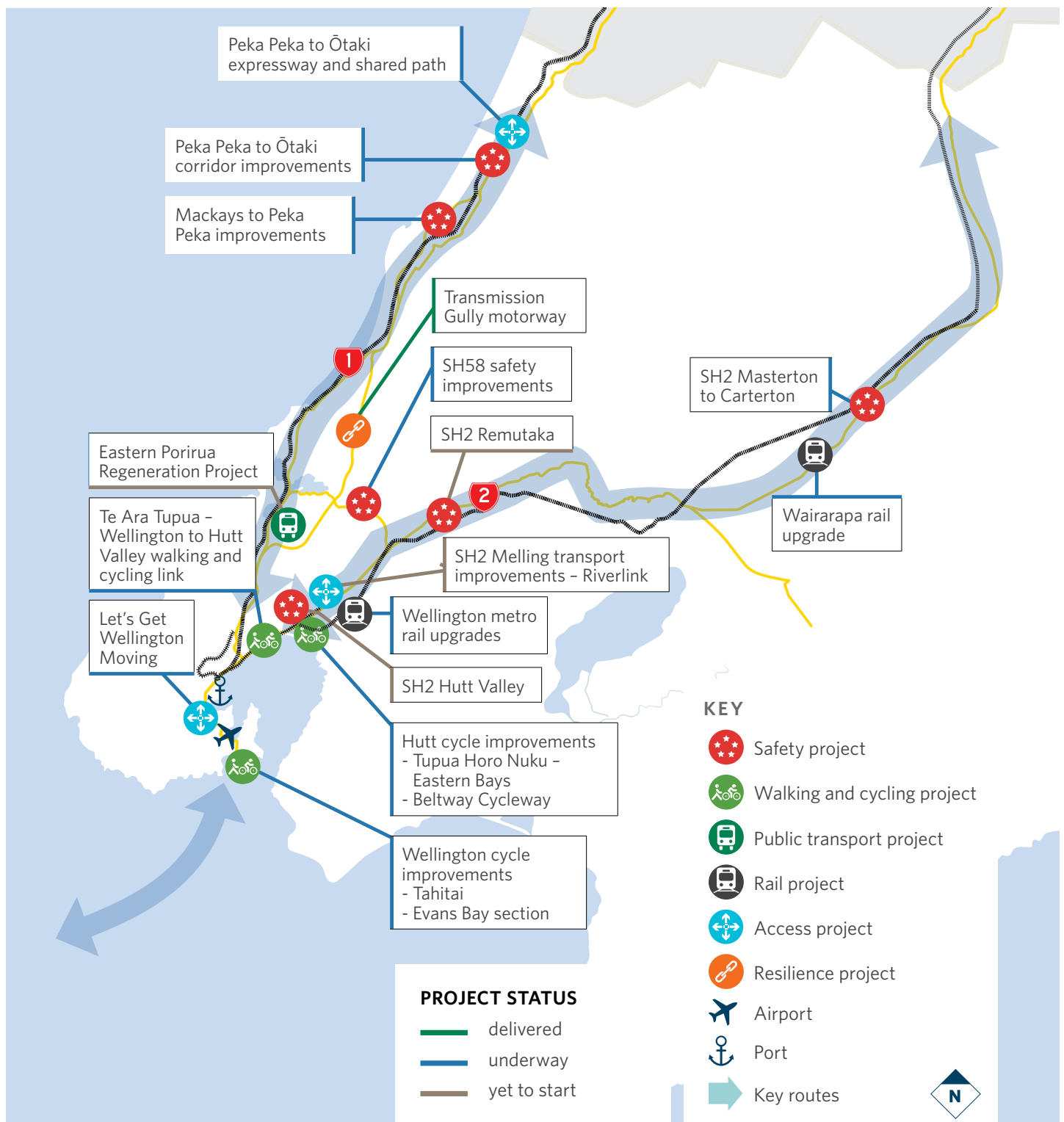
Local road maintenance spend
 (Councils + Waka Kotahi):
\$108,239,863

State highway maintenance spend
 (Waka Kotahi):
\$66,633,902

Funding overview

	Investment in 2012-15 NLTP	Investment in 2015-18 NLTP	Investment in 2018-21 NLTP	Forecast investment in 2021-24 NLTP
Total	\$1.4 billion	\$1.5 billion	\$2 billion	\$3 billion
Maintenance & operations	\$317 million	\$382 million	\$436 million	\$572 million
Public transport	\$309 million	\$403 million	\$636 million	\$1 billion
Walking & cycling	\$4 million	\$14 million	\$88 million	\$270 million
Road to Zero (safety)				\$93 million
Network improvements	\$655 million	\$691 million	\$739 million	\$741 million

Overview map



To keep up-to-date with what's happening in your region check out the regional webpage: www.nzta.govt.nz/wellington