

Wellington



OVERVIEW

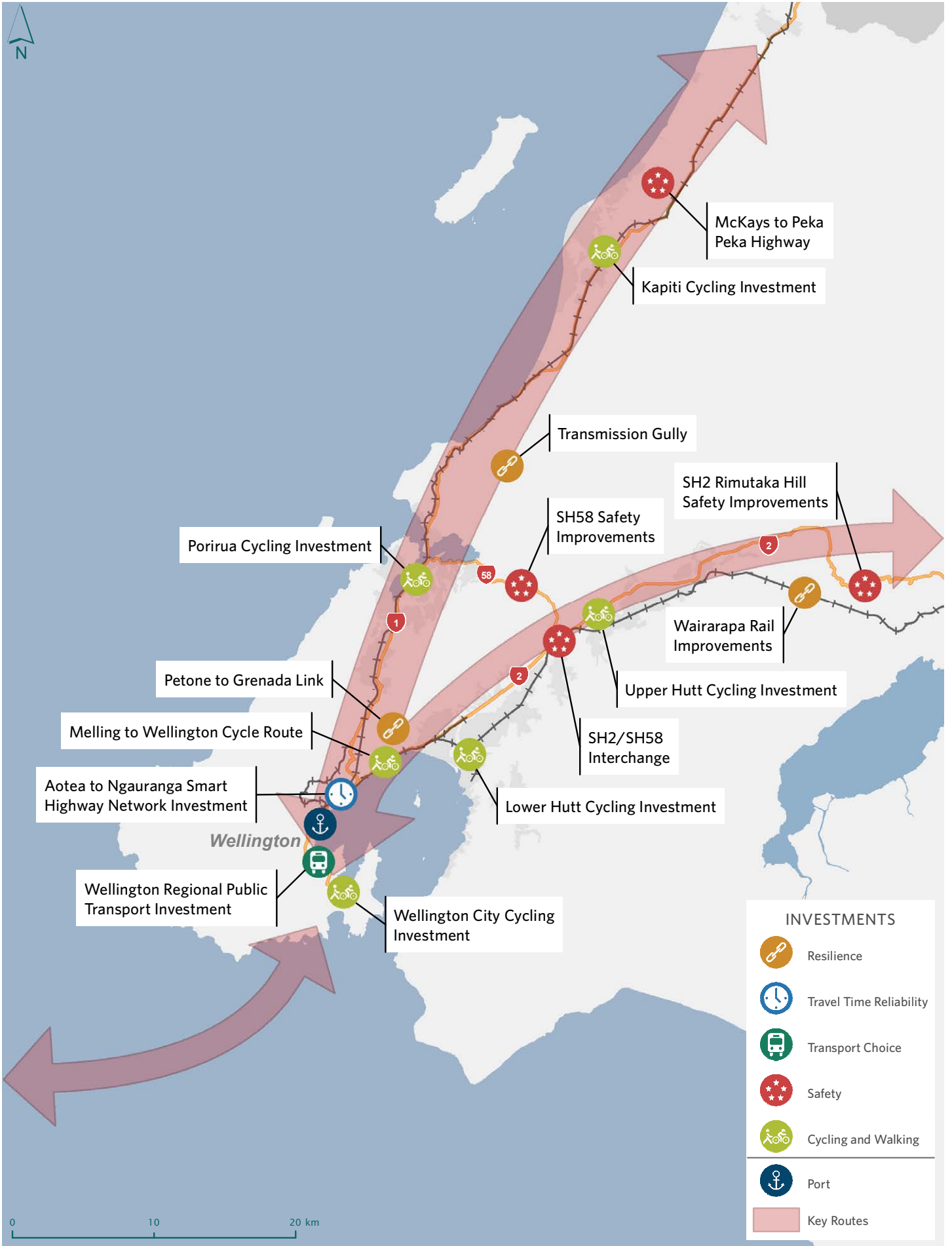
The Wellington region is made up of a number of cities, urban areas and supporting rural hinterland. The city is a key transport connection between the North and South Islands. The compact nature of Wellington city and constrained corridors to and from Kapiti and the Hutt Valley have shaped the transport network.

The major road and commuter rail links are concentrated along two transport corridors, State Highway 1 to the west, and State Highway 2 to the east. However, on the road network a number of pinch points, including Ngauranga Gorge interchange, and a

lack of alternative routes limit the capacity and resilience of the network, particularly at peak times. Public transport plays an important role in moving people through these corridors.

Central Wellington has the highest concentration of employment in New Zealand. Over 73,000 people travel to and from the Wellington CBD to work each day, by public transport, car, cycling or walking. This creates a significant commuter peak. Improving travel time reliability is a focus of investment in the 2015-18 National Land Transport Programme (NLTP) period.





KEY STRATEGIC RESPONSES

GROWING PUBLIC TRANSPORT

The benefits of investments in public transport are being realised in the Wellington region, with public transport patronage growth of over 2% per annum for the last two years. Currently 45% of trips into the Wellington CBD from outside Wellington city are made by train. Previous investments have included new trains and upgraded rail infrastructure, as well as additional park and ride facilities which are well used, reducing pressure on State Highways 1 and 2 during peak hours.

A total of \$456 million will be invested in public transport over the next three years. Over this time it is forecast that 37 million passenger trips will be made in Wellington region every year.

Additional Matangi trains will start operating during the next three years. This will mean the entire fleet is made up of modernised trains. The NZ Transport Agency will continue to work with Greater Wellington to expand provision of park and ride facilities as land becomes available.

Buses play an important role in the region's transport network by providing core public transport services in many areas and supporting the rail network with connecting services. To ensure fast and reliable bus journeys through Wellington's Golden Mile (CBD) and to the suburbs, we will continue

to investigate a high capacity public transport spine from the railway station to Wellington hospital and to Kilbirnie.

Improvements to bus services on the public transport spine rely on the inner city section of the Wellington Roads of National Significance (RONS) addressing congestion at the Basin Reserve. Work on this highway is underway and will continue through and beyond the next three years.

Work is also underway to develop and implement an integrated fares and ticketing system for the Wellington region, enabling people to use the same payment method for buses, trains and the East-West ferry.

ENCOURAGING CYCLING AND WALKING

Wellington has a high number of commuters who travel by cycling or walking compared to the national average. Since 2006 the number of people commuting by bike in Wellington has almost doubled. Much of Wellington City's growth has been in the CBD, where the population has increased by 45% since 2001. Over 18,000 people walk to work in the city, which accounts for 21% of morning peak trips in the CBD.

Active modes of transport, such as cycling and walking, are important to ensuring sustainable growth and improving city liveability.

Wellington's focus is on providing more transport choice using an integrated transport approach to encourage more people to cycle for commuting and short utility trips.

Over the next three years, cycling investment will focus on the eastern corridor and CBD, sections of the southern corridor and minor improvements. Significant investment is also expected to be made in the Melling to Wellington CBD route, providing a key regional connection to the Hutt Valley.

Major cycling programmes are also planned for the wider Wellington urban area, Hutt City, Upper Hutt, Kapiti Coast and Porirua. If these programmes go ahead, the Hutt Valley will be utilising its rail corridor to create a cycling spine through the valley, extending around to the eastern bays. Likewise, the Kapiti Coast is expected to maximise the benefits of a new high-quality cycleway adjacent to the Kapiti Expressway. Porirua plans to develop a cycling connection between its CBD and residential areas through to Titahi Bay.

Most of the planned cycleways include high-quality shared paths that will also benefit the pedestrians.

It is expected that the total cycling and walking investment in the Wellington region in the 2015-18 NLTP period will be \$49m. This includes \$22m from the Urban Cycleways Fund.



INVESTING IN FREIGHT EFFICIENCY

Wellington is a key gateway for freight travelling between the North and South Islands. When an inter-island ferry arrives in Wellington, over 80 trucks leave the vessel or board the next one. Rail-based container freight travelling between Auckland and Christchurch is also moved by inter-island ferry. Investment in the Wellington Northern Corridor RONS is forecast to reduce congestion, ensure reliability and provide better access to Centreport and Seaview for freight traffic.

Wellington's key port is adjacent to one of the busiest sections of the Wellington transport network, and there are conflicts between road and rail freight and commuter traffic. The Transport Agency, Wellington City Council, CentrePort and KiwiRail are investigating options to improve freight efficiency to and from the port area.

IMPROVING NETWORK RESILIENCE

Due to Wellington's constrained transport corridors, disruption from a landslide or a crash affects large numbers of commuters and congestion can overflow into other parts of the network. A crash on State Highway 2 between Petone and Ngauranga can delay traffic on State Highway 1 both north and south of the Ngauranga Gorge interchange and cause congestion back to the airport and through the local roading network. Any impacts on the bus or train networks also result in significant disruption.

The Transport Agency and local councils have partnered in a lifelines project that identifies key risk points and actions to improve resilience.

In addition, the Joint Traffic Operations Centre based at Johnsonville provides active monitoring of the network and communication to emergency services and contractors to keep people moving on a day-to-day basis.

It is anticipated that further investment in a motorway network that incorporates electronic message signs, variable speeds and active monitoring and management will help commuters and businesses plan their journeys with more confidence and reliability.

Investigations are being carried out into the viability of a new road from Petone to Grenada (P2G), which would reduce peak hour

congestion and provide a valuable alternate route when there is a crash or landslide on the network. P2G is a key enabler in unlocking the benefits of the Northern Corridor RONS. These benefits include significantly improving the journey times between Porirua and the Hutt Valley, as well as reducing congestion on State Highway 1 of the Ngauranga Gorge interchange. P2G would also create a link between the western and eastern corridors, improving the resilience of the network and enabling these local communities to work more closely together.

Cutting off the region in bad weather, a crash or through a major event is also a risk for the State Highway 2 Rimutaka Hill Road. Existing investment in passenger rail transport to the Wairarapa is one mechanism to lower the impact of this disruption. Further safety improvements on the Rimutaka Hill will also help secure the route between the Hutt Valley and Wairarapa.

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 and beyond Wellington. Over the 2015-18 period, local roads will receive \$198m and state highways \$114m for maintenance and renewals. This is an increase of \$10m compared with the last three-year period for the forecast spend on local road maintenance.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Since 2007 there has been a steady decline in the number of motorists killed or injured in a crash in Wellington. A combination of factors such as targeting high-risk crash areas, infrastructure improvements such as installing central median barriers to prevent head-on crashes in high-speed environments and improved vehicle safety standards have contributed to this decreasing trend.

Unfortunately, despite this overall trend, Wellington region has the nation's second highest personal risk for motorcyclists. The safety of these vulnerable users is a priority focus. It is forecast that safety works on State Highway 2 for the Rimutaka Hill and construction of the State Highway 2/58 interchange, which are areas of particular risk for motorcyclists, could result in a reduction of nine serious injuries over the next three years.

The Wellington Northern Corridor RONS is also forecast to improve safety on State Highway 1 between Levin and Wellington Airport, while also removing highway traffic from local communities such as Paraparaumu and Mana.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

PREDICTABLE JOURNEYS

Knowing how long a journey might take is important for road users. The Transport Agency is looking at ways to make travel times more predictable. We are working to provide information that will help people make smart travel choices. This means understanding how and when people experience delays, and improving the availability of travel information so journeys can be planned in real time, with more confidence.

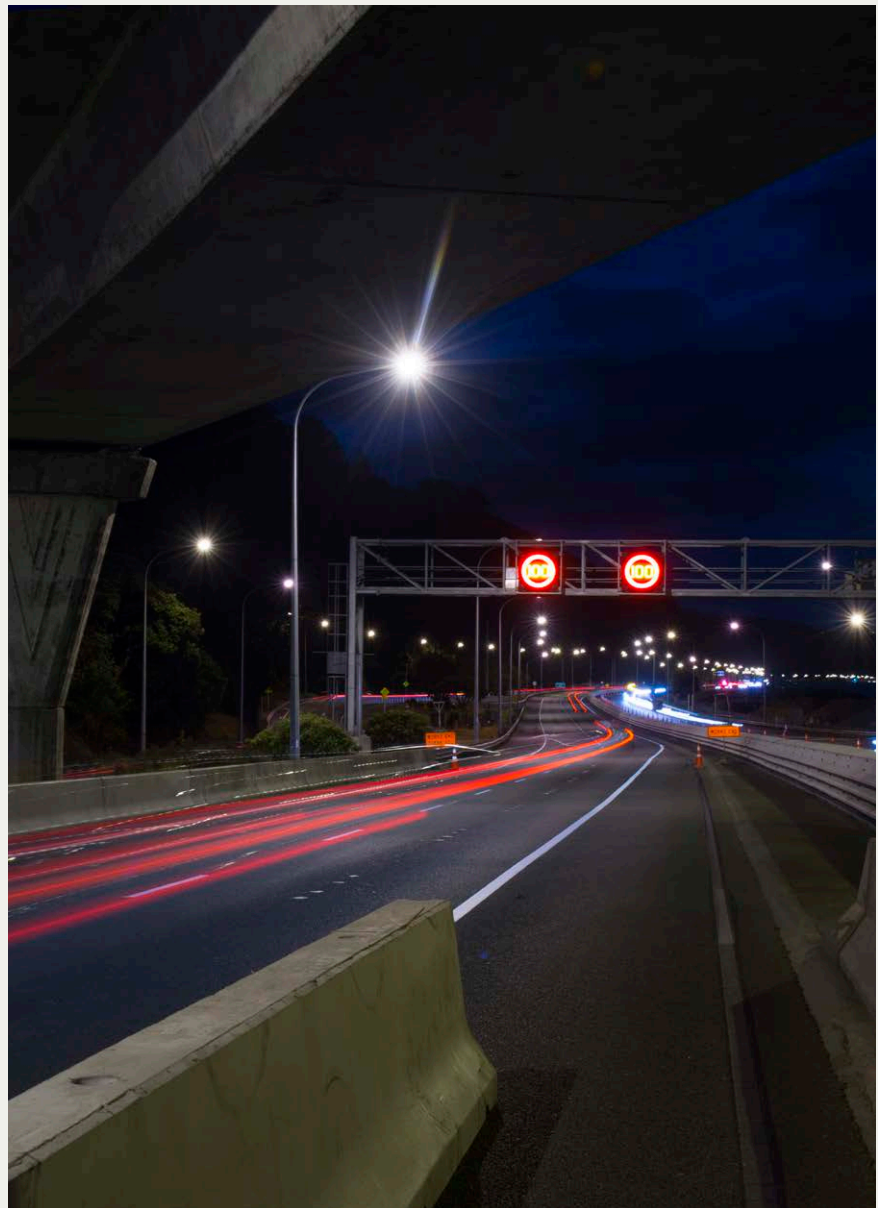
INVESTMENT HIGHLIGHTS

- A total of \$456m will be invested in public transport over the next three years to encourage continued patronage growth.
- It is expected that investment in cycling and walking in the Wellington region in the 2015-18 NLTP period will amount to \$49m. This includes \$22m from the Urban Cycleways Fund.
- Construction of the Wellington Northern Corridor on State Highway 1, which has been designated as a RONS by the Government, will continue over the next three years. Investment will increase capacity, resilience, reliability and safety for commuters and freight users. The investment is expected to reduce journey times by up to 40 minutes between Wellington CBD and Levin when completed.
- In the next three years, construction of the Mackays to Peka Peka section of the Wellington Northern Corridor will be completed. The \$630m project will deliver approximately 18 kilometres of four-lane expressway through Paraparaumu and Waikanae, including a new bridge over the Waikanae River. The project is forecast to improve average journey times by 3.5 minutes and improve safety. Cycling and walking connections will also be developed along the route.
- New routes at Transmission Gully, which is under construction, and potentially at Petone to Grenada, which is under investigation, are expected to significantly improve the resilience of the overall network, by providing alternative routes and more capacity.
- The Transport Agency will continue to work with Greater Wellington and Wellington City Council and the community to resolve outstanding issues for transport between the Ngauranga Gorge interchange and Wellington Airport. This will inform the next stages of the Terrace Tunnel to Airport section of the Wellington Northern Corridor RONS and the development of the public transport spine.

REGIONAL CASE STUDY

SMART MOTORWAY

Construction is underway to create New Zealand's first smart motorway between the Ngauranga Gorge interchange and Aotea Quay. Once completed, it will enable operators to set variable speeds and manage lane closures in real time. This will help to keep traffic moving at the optimal speed for the conditions, while also enabling the real time management of events such as crashes to prevent flow-on disruption. A northbound lane is being built within the existing motorway footprint to provide extra capacity for road users. As well as improving traffic flow and safety for motorway travellers, the project is expected to ease pressure on the Hutt Road, while improving freight efficiency and the reliability of bus services between Wellington City, the Hutt Valley and Porirua. The smart motorway will be fully operational in 2016.



DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to www.nzta.govt.nz/nltp

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141