

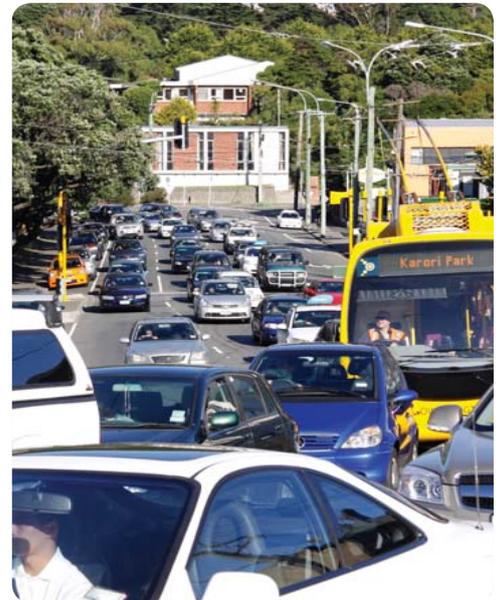


## Cobham Drive to Buckle Street transport improvements Public engagement

July / August 2011

# The inner-city transport network: improvements for a successful capital city

Keeping our people moving



## Have your say about improvements to Wellington's inner-city transport network between Cobham Drive and Buckle Street

### What's proposed

- A bridge to the north of the Basin Reserve to improve traffic flows and reduce journey times for public transport
- A second Mt Victoria Tunnel
- Widening Ruahine Street and Wellington Road
- A new pedestrian and cycle path between Cobham Drive and the Basin Reserve.



# The Ngauranga to Wellington Airport Corridor Plan - a multi-modal approach to improving Wellington's transport network

Wellington City Council (WCC), the Greater Wellington Regional Council (GWRC) and the NZ Transport Agency (NZTA) are working together to deliver a comprehensive multi-modal approach to make Wellington's transport network better for everyone - pedestrians, cyclists, drivers and public transport users.

Wellington's population and economy are expected to keep growing. To respond to this growth and maintain the city's economic and social wellbeing, WCC, GWRC and the NZTA have developed and agreed on a series of multi-modal transport actions, including improvements to State Highway 1 (SH1). These actions are included in the 'Ngauranga to Wellington Airport Corridor Plan', which was formally adopted in October 2008.

One of the Plan's goals is to create a transport/roading system in which public transport, walking and cycling take priority along certain key roads in Wellington city. To achieve this goal, we need to increase the capacity of SH1 so that it attracts drivers away from these roads - enabling them to be more efficient and effective for the city's public transport, walking and cycling networks, and allowing WCC to develop its growth plans.

This brochure is a summary of the proposal for one element of the multi-modal transport package: improvements to SH1 between Cobham Drive and Buckle Street. These improvements will increase SH1's efficiency for general vehicles, and strengthen public transport, walking and cycling along this route.

## The Corridor Plan: a progress update

WCC, GWRC and the NZTA all have important roles in implementing the Corridor Plan.

WCC has already made progress on its bus improvements through Manners Street. It's also about to start consulting on the next phase of its bus improvement plans, which includes possible improvements along Courtenay Place, Kent and Cambridge Terraces and Adelaide Road. In addition, GWRC has recently started a 'Wellington Public Transport Spine Feasibility Study', which will investigate options for a high-quality public transport system between the Railway Station and Newtown.

The NZTA, WCC and GWRC are working together on these and many other transport projects in the Wellington region including developing the improvements to SH1.

The improvements proposed in this brochure are part of the government's Wellington Northern Corridor road of national significance (RoNS) programme. The programme aims (among other things) to improve the economic performance of Wellington city and the wider Wellington region through moving people and freight more effectively, efficiently and safely.

## Key future transport improvements for inner-city Wellington



### Why are we seeking your views?

Your views on whether the SH1 improvements were needed were asked for when the Corridor Plan was developed and adopted in 2008. We'd now like to know what you think about a key aspect of these improvements: the SH1 route from Cobham Drive to Buckle Street.

As you'll see in this brochure, we've already made some decisions to improve this route. Decisions we have yet to make include:

- Where we should locate a bridge that will pass to the north of the Basin Reserve
- How we should allow for pedestrians and cyclists who use the SH1 route.

Your views on these questions and others in this brochure will enable us to develop our proposals further. As for what happens next, you'll find information on the timeline on pages 16 and 18.

### How will Wellington benefit?

The improvements covered in this brochure will make SH1 the preferred and most efficient route for vehicles travelling between Wellington's central business district (CBD) and the eastern suburbs – one of the key goals of the Corridor Plan. They will also:

- Free up road space around the Basin Reserve for a future high-quality public transport system (including the option of light rail)
- Provide a new dedicated pedestrian and cycling facility linking the cycle path along Cobham Drive to the Basin Reserve and on to the cycle path along Karo Drive, including new facilities in a second Mt Victoria Tunnel
- Provide new 'green corridors' connecting the War Memorial with the Basin Reserve and the Town Belt with Kilbirnie Park
- Support economic growth and development in the city and the eastern and southern suburbs.

**See page 16 for more information about the benefits of these improvements.**

## Where to go for more information

For more information on the improvements planned for SH1:

Visit [www.nzta.govt.nz/witi](http://www.nzta.govt.nz/witi)

Phone us on **0508 WITI INFO (0508 9484 4636)** between 10am and 4pm Monday to Friday

Call in to our information centre at the RA Vance stand on the Sussex Street side of the Basin Reserve, which will be open between Monday 4 July and Friday 26 August 2011 – Mondays to Fridays (10am to 3pm) except for Thursdays (3pm to 8pm)

Join us at one of our open days. You'll find more details about these on page 18.





## Buckle Street widening and an update on plans for the NZ Memorial Park

We've investigated several options for improving SH1 along Buckle Street in front of the War Memorial, including the idea of locating Buckle Street in a tunnel.

We've decided that Buckle Street will remain at street level and be widened to three lanes between Sussex Street and Taranaki Street. While a tunnel would have had some advantages, it would have been expensive to build and provided minimal transport benefits.

The land to the north of Buckle Street is being kept in the NZTA's ownership so that we have the option of upgrading the Inner City Bypass in the future. In the meantime, we'll be responsible for landscaping the remaining vacant land.

We'll be working with the Ministry for Culture and Heritage (MCH) to develop a 'memorial precinct' to the south of Buckle Street, and ensure that SH1 improvements are fully integrated with any

proposals to use this space. Previously, MCH was responsible for proposals to develop the NZ Memorial Park and Buckle Street.

MCH, WCC and the NZTA are working on landscape plans for each side of Buckle Street. These plans will take into account:

- The landscaping already completed by MCH
- The design principles already established for the NZ Memorial Park
- The land having the potential to be used for transport/roading in the future.

Depending on the final landscape plans, Buckle Street either will remain where it is or be relocated up to 10 metres north. We need to complete further work with MCH and WCC before making any final decisions.





# Transport improvements around the Basin Reserve

## At present

- The street system around the Basin Reserve functions as a large roundabout with traffic signals. About 25,000 vehicles enter from Kent Terrace each day, with nearly 20,000 heading towards Mt Victoria Tunnel. About 20,000 vehicles enter the system from Mt Victoria Tunnel, and 30,000 vehicles travel along Sussex Street.
- The streets in this area have several functions, including a state highway, a local road and a key public transport route. Many people walk through the area, particularly school students.
- The streets are congested and this affects SH1 traffic, local traffic and pedestrians. It also affects bus timetables, and in the longer term will affect the journey times and reliability of a high-quality public transport system (possibly light rail) between the Railway Station and Newtown.
- The parties to the Corridor Plan have decided that the north-south traffic flows need to be separated from the east-west flows around the Basin Reserve.

## What is proposed

As a result of our investigations into separating the north-south and east-west traffic flows, we believe that SH1 westbound traffic needs to go onto a bridge to the north of the Basin Reserve.

Taking into account the historic and recreational importance of the Basin Reserve, we've identified two options for the location of this bridge: one near the Basin Reserve; and one farther away from it. Based on our technical work completed to date we prefer the option near to the Basin Reserve, but have yet to make up our minds.

In both options:

- Westbound traffic would travel from Mt Victoria Tunnel to Buckle Street on the bridge (the speed limit would be 50 kph)
- Westbound traffic would be separated from local traffic (including buses) travelling north and south – and from a future high-quality public transport system

- Eastbound SH1 traffic would remain at street level, using the current route (or something close to it) into the Mt Victoria Tunnel.

We're also considering the option of adding a pedestrian and cycle facility to the bridge, which would cost about \$8 million. Pedestrians and cyclists will still be able to use the streets under the bridge, so we have to decide whether providing this alternative facility justifies the expense.

WCC has identified the buildings on the corner of Kent Terrace and Ellice Street as an earthquake risk. We plan to demolish these buildings whichever bridge option is chosen.

## Things we considered in deciding on a bridge

We considered building a tunnel around the Basin Reserve. However, because it had to extend between Paterson and Taranaki Streets to be viable, it would have been significantly more expensive to build than a bridge. The tunnel construction would also have been difficult given the need to build it in an old swamp.

We also considered street-level options. However, while they were cheaper than a bridge they provided fewer benefits and were not as good as a bridge in separating east-west traffic from north-south traffic, particularly buses and a future high-quality public transport system.

We believe the bridge will best meet the needs of future generations, particularly if they want to further separate through traffic.

## Help us decide on the bridge's location

We'd like to know what you think about our proposal for the bridge around the Basin Reserve. In particular, we'd like to know:

- What's important to you about where we should locate the bridge around the Basin Reserve
- What you like or dislike about locating the bridge near the Basin Reserve
- What you like or dislike about locating the bridge farther away from the Basin Reserve
- Whether it's worth the additional expense of providing pedestrian and cycle facilities on the bridge.

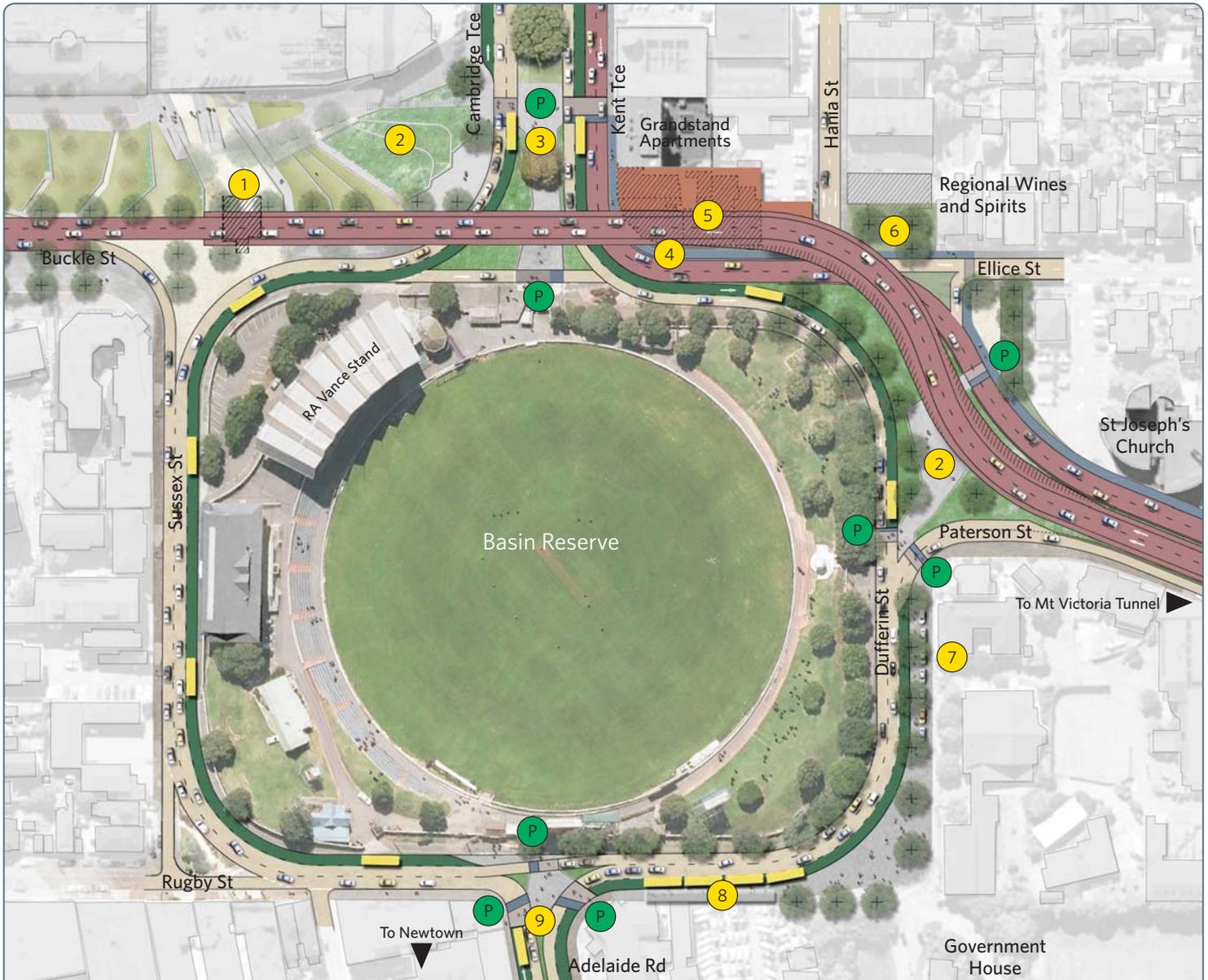
Here are some of the key differences between the two options:

Preferred option – option A	Alternative option – option B
The bridge is 20 metres away from the Basin Reserve	The bridge is 65 metres away from the Basin Reserve
Some parts of the bridge will be visible from within the Basin Reserve	The bridge will be less visible from within the Basin Reserve than the preferred option
The former Home of Compassion crèche will need to be relocated	This option is estimated to cost approximately \$15 million more than the preferred option
This option is more consistent with the local street layout	The bridge will be closer to properties in Mt Victoria
The NZTA would need to acquire land from two properties	The NZTA would need to acquire land from five properties

*Is there anything else we should consider when developing our proposals for around the Basin Reserve?*

# Preferred option – option A

Westbound traffic will pass approximately 20 metres north of the Basin Reserve gates on a bridge over Kent and Cambridge Terraces. The bridge will be approximately 380 metres long, a minimum of 12 metres wide and a maximum of eight metres above the ground.



\* Bridge structure shown without the option of additional pedestrian and cycle 'clip on' provisions

### Key features

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li>1 Former Home of Compassion crèche to be relocated. Building owned by the NZTA</li> <li>2 Area to be landscaped. Land owned by the NZTA</li> <li>3 Pedestrian plaza</li> <li>4 Three properties affected. Buildings owned by the NZTA. These buildings have been identified by WCC as earthquake prone and the NZTA has plans to demolish them</li> </ul> | <ul style="list-style-type: none"> <li>5 Potential for buildings to be located under bridge structure</li> <li>6 Property will be affected by construction of the bridge</li> <li>7 Improved drop-off area for school students</li> <li>8 Possible new bus stop</li> <li>9 Adelaide Road and Rugby and Dufferin Streets intersection improvements for traffic, pedestrians and cyclists</li> </ul> | <ul style="list-style-type: none"> <li> New pedestrian and cycle path</li> <li> SH1</li> <li> Potential dedicated bus lane</li> <li> Local streets</li> <li> Pedestrian/cycle crossings</li> <li> Buildings that will be affected</li> </ul> |
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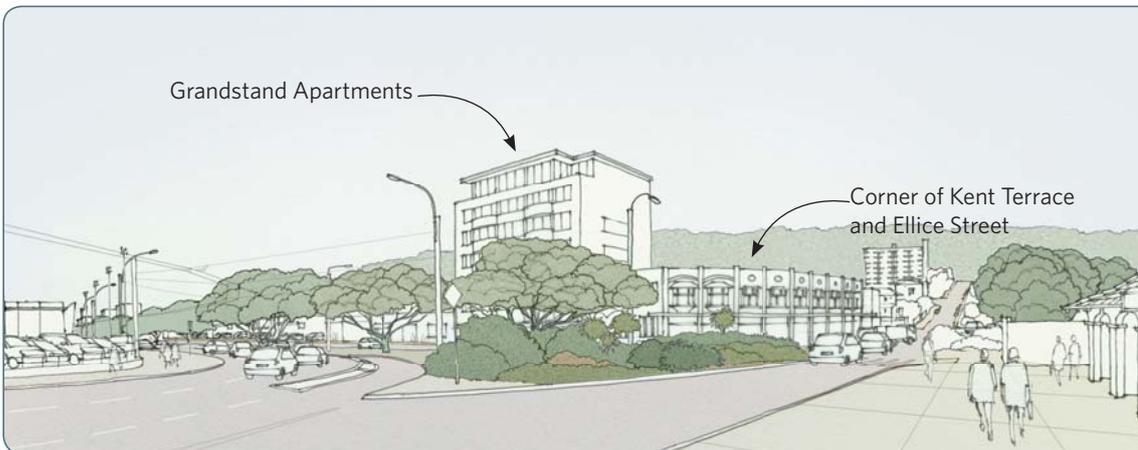
**Before**

Existing view from Kent Terrace looking towards the Basin Reserve



**After**

View of the preferred option from Kent Terrace looking towards the Basin Reserve



**Before**

Existing view from the Basin Reserve entrance looking towards Mt Victoria

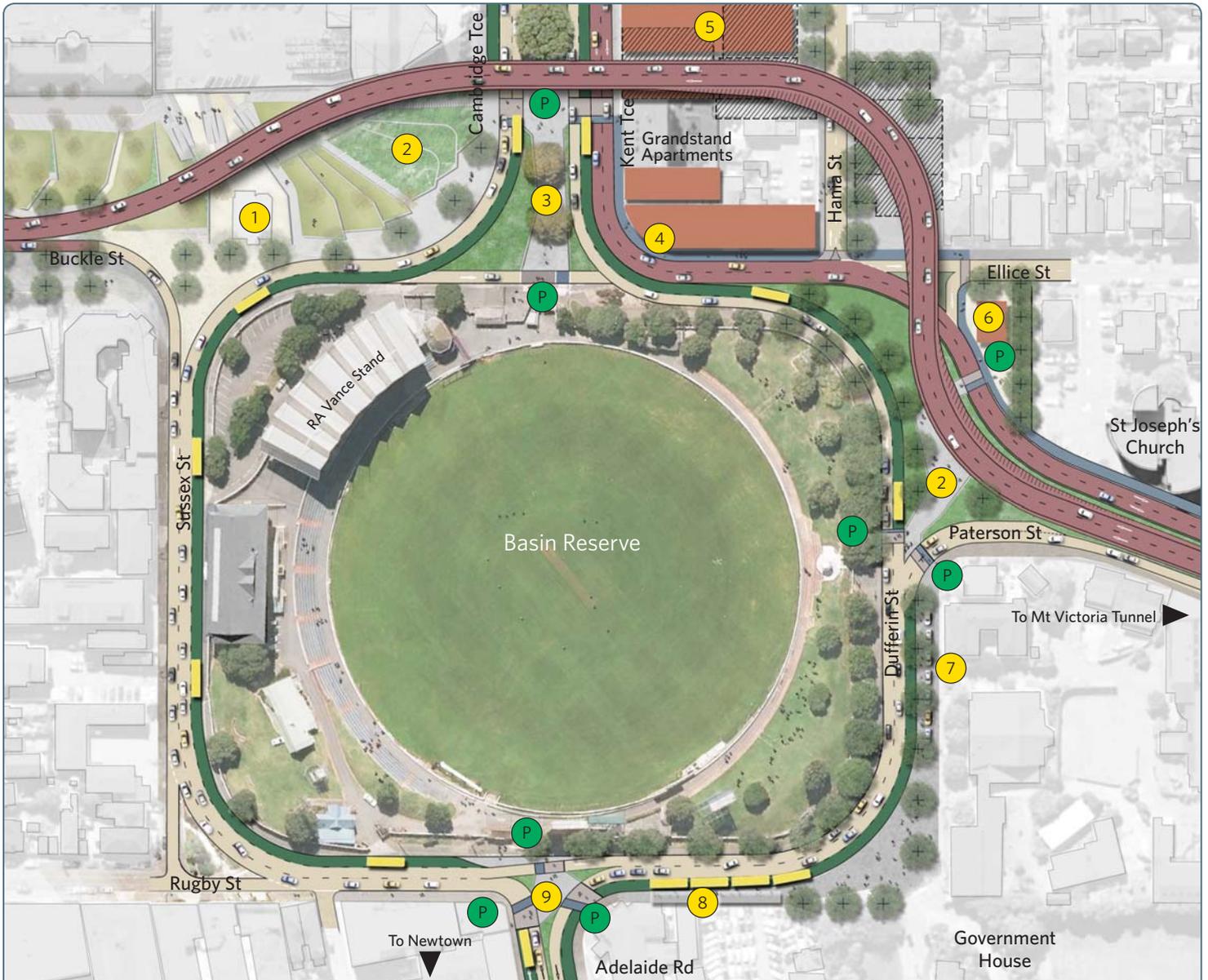


**After**

View of the preferred option from the Basin Reserve entrance looking towards Mt Victoria

## Alternative option – option B

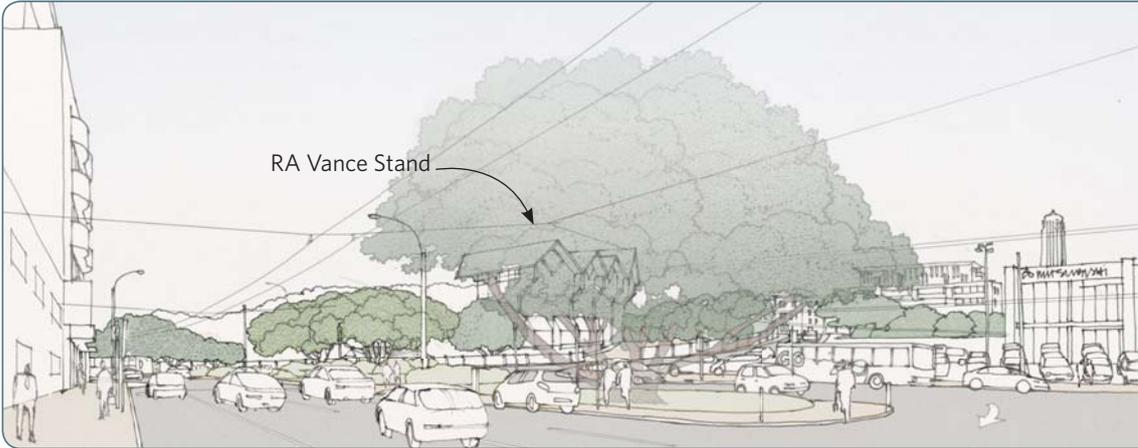
Westbound traffic will pass approximately 65 metres north of the Basin Reserve gates on a bridge over Kent and Cambridge Terraces. The bridge will be approximately 440 metres long, a minimum of 12 metres wide and a maximum of eight metres above the ground.



\* Bridge structure shown without the option of additional pedestrian and cycle 'clip on' provisions

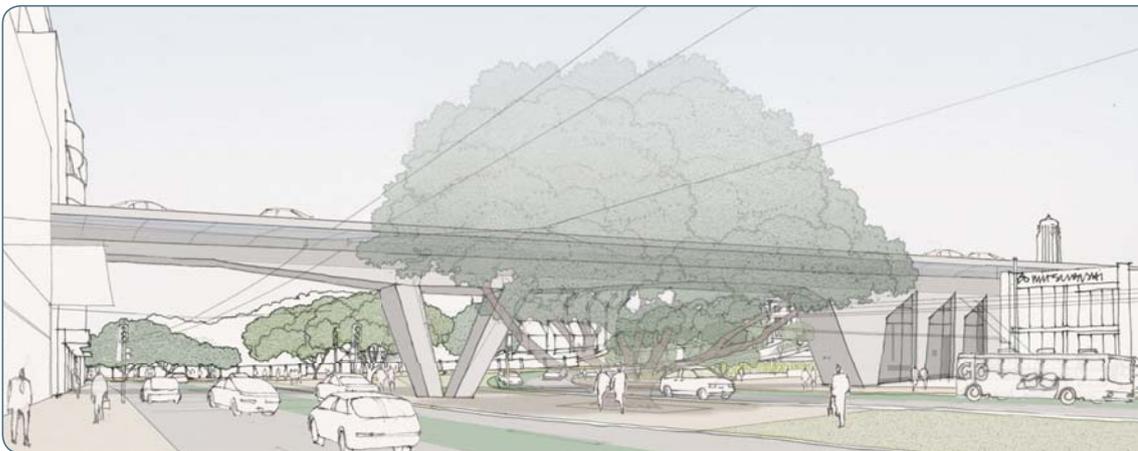
### Key features

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>① Former Home of Compassion crèche remains in current location</li> <li>② Area to be landscaped. Land owned by the NZTA</li> <li>③ Pedestrian plaza</li> <li>④ Buildings owned by the NZTA. These buildings have been identified by WCC as earthquake prone and the NZTA has plans to demolish them</li> </ul> | <ul style="list-style-type: none"> <li>⑤ Five properties to be acquired</li> <li>⑥ Possible new building</li> <li>⑦ Improved drop-off area for school students</li> <li>⑧ Possible new bus stop</li> <li>⑨ Adelaide Road and Rugby and Dufferin Streets intersection improvements for traffic, pedestrians and cyclists</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> New pedestrian and cycle path</li> <li><span style="color: red;">■</span> SH1</li> <li><span style="color: green;">■</span> Potential dedicated bus lane</li> <li><span style="color: tan;">■</span> Local streets</li> <li><span style="color: green; border: 1px solid black; border-radius: 50%; padding: 2px;">P</span> Pedestrian/cycle crossings</li> <li><span style="border: 1px solid black; border-style: dashed; width: 15px; height: 10px; display: inline-block;"></span> Buildings that will be affected</li> </ul> |
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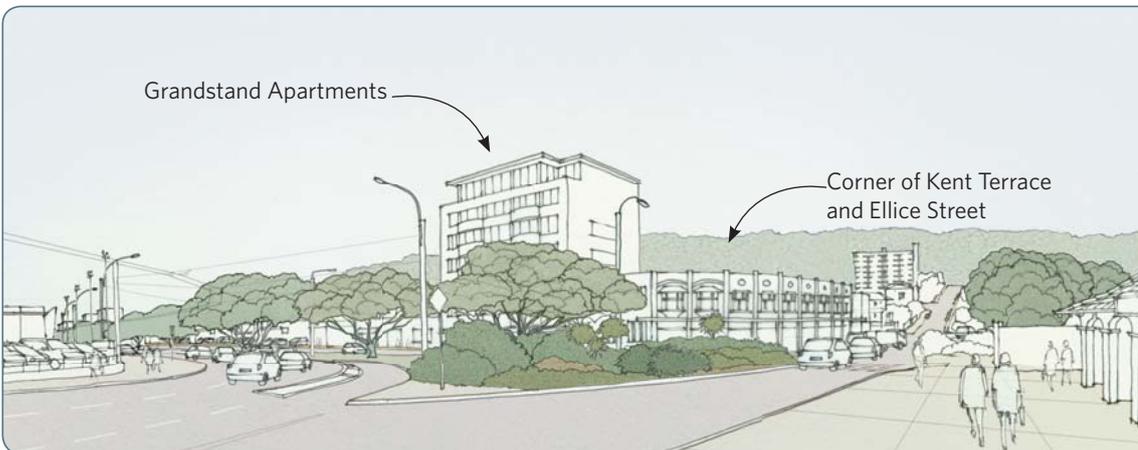
**Before**

Existing view from Kent Terrace looking towards the Basin Reserve



**After**

View of alternative option from Kent Terrace looking towards the Basin Reserve



**Before**

Existing view from entrance to the Basin Reserve looking towards Mt Victoria



**After**

View of alternative option from entrance to the Basin Reserve looking towards Mt Victoria

## A second Mt Victoria Tunnel

### At present

- Built in 1931, the 625 metre long Mt Victoria Tunnel provides a vital transport link between the airport, eastern suburbs and the CBD. The tunnel carries nearly 40,000 vehicles every day (about 20,000 in each direction) and is operating above capacity.
- The tunnel has two narrow lanes, one each way, and an elevated but narrow shared pedestrian and cycle path on the northern side. The tunnel is currently being upgraded to meet modern fire safety standards.
- There are concerns about the tunnel's comfort and safety for pedestrians and cyclists. If access for pedestrians and cyclists were improved, more people might choose to walk or cycle between the eastern suburbs and the CBD.
- The parties to the Corridor Plan have decided that a second Mt Victoria Tunnel should be investigated.

### What is proposed

We investigated several options for building a second Mt Victoria Tunnel, including replacing the existing tunnel with a wider one and building a separate two-lane tunnel.

We've decided to build a second tunnel immediately to the north of the existing one. This location was considered during the Corridor Plan's development and in studies undertaken in the 1970s.

The new tunnel will be 700 metres long and provide two lanes for eastbound traffic. It will also provide a four metre wide path for pedestrians and cyclists. The existing tunnel will provide two lanes for westbound traffic. It's proposed that both tunnels will be ventilated through the portals, avoiding the need for ventilation stacks on Mt Victoria. The speed limit in both tunnels will be 60 kph.

We need your help in deciding how we can meet the needs of pedestrians and cyclists in the new tunnel.



### Help us decide on facilities for pedestrians and cyclists in the tunnel

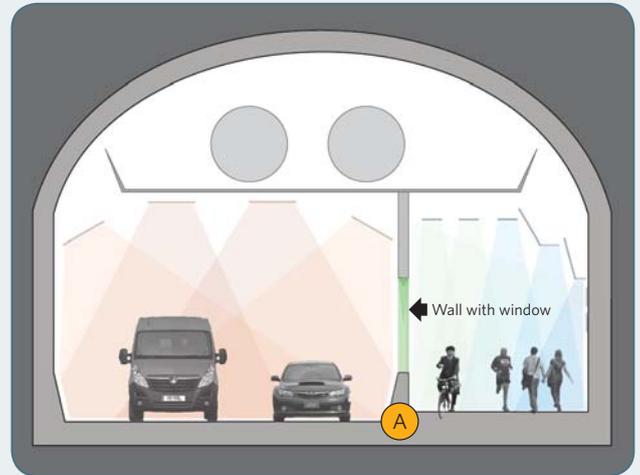
We're considering two options for pedestrians and cyclists in the new tunnel:

- Separate pedestrians and cyclists fully from vehicles by building a wall between the pathway and the traffic lanes. We'd improve pedestrians' and cyclists' safety by inserting windows along this wall, giving passing vehicles views into the pathway
- Separate pedestrians and cyclists partially from vehicles by providing a safety barrier (marked 'A' in the diagram on the right) between the pathway and traffic lanes.

In both cases lighting, security cameras and emergency phones will be installed to enhance pedestrians' and cyclists' safety.

We welcome your views on what's important to you when considering whether pedestrians and cyclists should be either partially or fully separated from vehicles.

**Is there anything else we should consider when developing our proposals for a second Mt Victoria Tunnel?**



#### Key features

- 1 Brougham Street connection to Paterson Street closed, but connection for pedestrians and cyclists retained
  - 2 Between Brougham Street and Austin Street, 14 properties affected. 12 properties owned by the NZTA, two properties need to be acquired
  - 3 Mt Victoria Heritage Precinct
  - 4 Access to school retained
  - 5 Western portal for new tunnel, treated to be consistent with the urban landscape of Mt Victoria
  - 6 Buildings on the corner of Austin Street and Austin Terrace may be affected during the construction of the tunnel
  - 7 New tunnel includes four metre wide pedestrian and cycle path
  - 8 Existing tunnel
  - 9 Ruahine Street alignment encroaches into Town Belt up to 15 metres from existing southern kerb
  - 10 Eastern portal for new tunnel, treated to incorporate the vegetated slopes of Mt Victoria
  - 11 Hataitai Kindergarten would need to be relocated
  - 12 Left turn for tunnel traffic into Taurima Street retained. Right-hand turn out of Taurima Street closed
  - 13 New pedestrian and cycle bridge
  - 14 New parking area to replace parking spaces on Taurima Street
  - 15 Six metre wide service lane shared with pedestrians and cyclists
  - 16 Four metre wide pedestrian and cycle path between Mt Victoria Tunnel and Hataitai Village
- SH1
  - New pedestrian and cycle path
  - Local streets
  - Buildings that will be affected

## Ruahine Street

### At present

- Ruahine Street is only one lane in each direction and is regularly congested with traffic.
- The existing right turn out of Taurima Street to Ruahine Street is unsafe and causes congestion at peak times.
- There is an existing 25 metre widening designation in the WCC District Plan, which signals the long-term intention to widen Ruahine Street into the Town Belt.
- The intersection at Goa Street provides access between Ruahine Street and Hataitai Park. This intersection is regularly congested, particularly at weekends.
- The parties to the Corridor Plan have decided that the widening of Ruahine Street should be investigated.

### What is proposed

We considered several options for widening Ruahine Street, including to the east or to the west. We believe the best option is to widen Ruahine Street to the west into the Town Belt, as already signalled to the community by the 25 metre widening designation.

The widened Ruahine Street will need four lanes. However, in some places additional lanes will be required to ensure that the intersections on Ruahine Street operate safely and efficiently.

Under this proposal:

- Traffic signals will be installed at the intersection of Goa Street and Ruahine Street and at the intersection of Goa Street and Moxham Avenue
- In places, particularly by Badminton Hall, the encroachment into the Town Belt could exceed the existing designation boundary by up to 25 metres
- The speed limit on Ruahine Street will be 60 kph

- A separate, six metre wide pedestrian and cycle path will follow along Ruahine Street. This will be shared as a 'service lane' with vehicles that need to access properties in Ruahine Street. Further work on its design will be undertaken in the next phase of the project.

We'll need to acquire about 1.6 hectares of Town Belt land to accommodate the improvements to SH1. Because of this, we are working with the appropriate authorities to ensure that the amount of open, green recreational space in the Town Belt is retained as far as practicable.

### Things we considered in making this decision

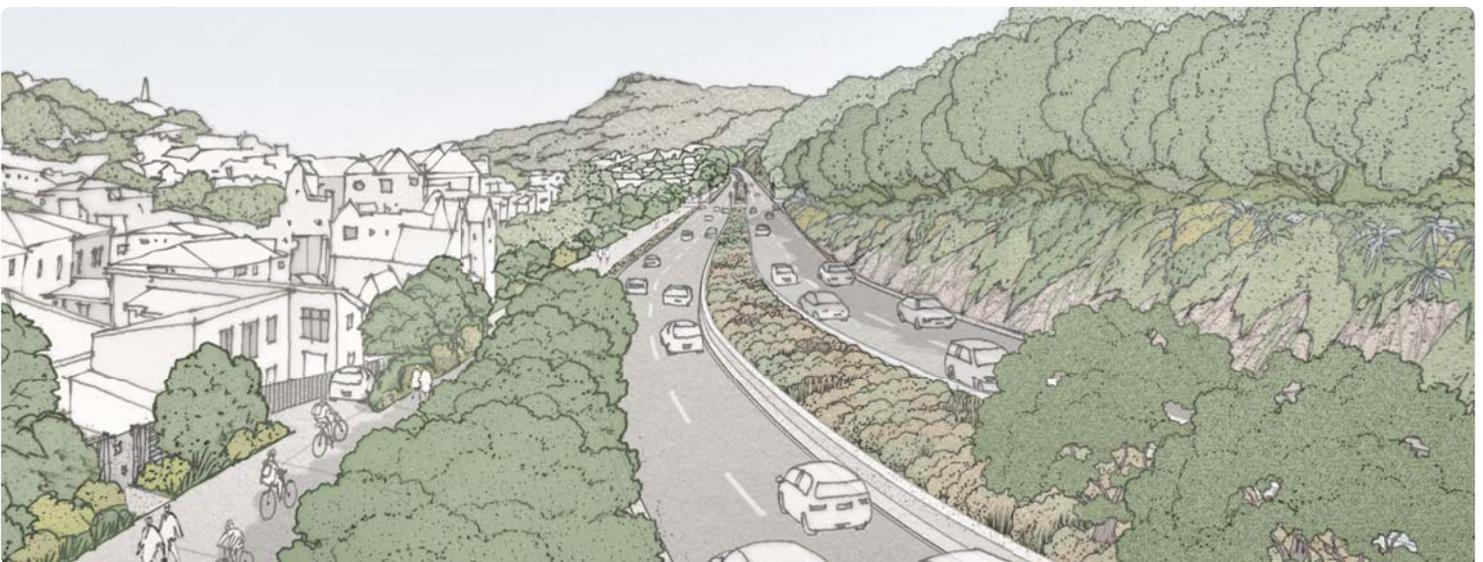
We appreciate that the community may be concerned about the idea of using part of the Town Belt for roading purposes. However, we have come to our decision to encroach into this land after carefully considering all the options. Our decision is a balance between using open space and acquiring private properties, while remembering that decisions like this have enormous significance not only for people and communities today but for generations to follow.

In making our decision, we considered:

- The 25 metre widening designation, which has been in place for many years. The designation already encroaches into the Town Belt along Ruahine Street and signals to the community the long-term intention to widen Ruahine Street to the west
- The impacts that acquiring properties on the east of Ruahine Street would have on the community.

Our challenge was to balance these considerations with the need to deliver an important piece of infrastructure that will bring significant benefits to Wellington and the region in supporting a growing population, improving safety and relieving congestion.

***Is there anything else we should consider when developing our proposals for widening Ruahine Street? Do you have any suggestions for the design of the pedestrian and cycle path?***



View of improvements to Ruahine Street from pedestrian bridge. Looking towards Wellington Road.



**Key features**

- 1 Four lanes for traffic, two in each direction
  - 2 Possible connection between Tapiri Street and service lane
  - 3 Ruahine Street encroaches 15 metres into Town Belt from existing western kerb
  - 4 Six metre wide service lane shared with pedestrians and cyclists
  - 5 Six lanes for traffic, three in each direction
  - 6 New signalised intersection providing improved access to Ruahine Street and Hataitai Park. Will encroach 30 metres into Town Belt from existing western kerb
  - 7 New signalised intersection
  - 8 Seven lanes for traffic, including turning movements
  - 9 War Memorial remains in current location
  - 10 Ruahine Street encroaches 35 metres into Town Belt from existing western kerb
  - 11 Five lanes for traffic, two southbound and three northbound
  - 12 Area to be landscaped with low-level planting
  - 13 Badminton Hall removed or relocated
- SH1
  - New pedestrian and cycle path
  - Local streets
  - P Pedestrian/cycle crossing
  - Buildings that will be affected



# Ruahine Street and Wellington Road intersection

## At present

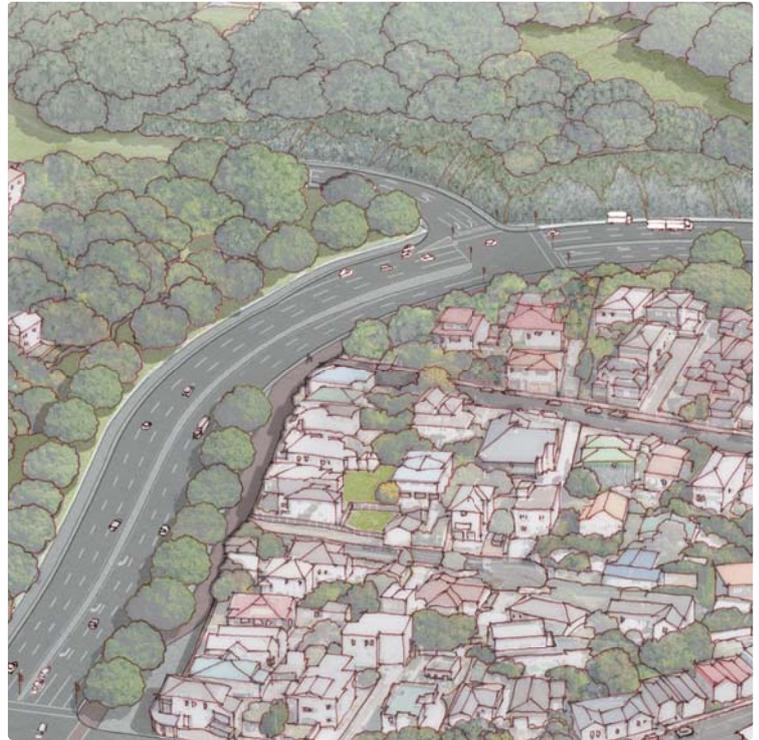
- This intersection is used by people travelling along SH1 and those using SH1 to connect to Kilbirnie, Miramar, the airport and Newtown.
- It's part of a key route for dangerous goods and oversized vehicles that can't use the Mt Victoria Tunnel.
- It's on a tight bend and has a poor crash history.
- Any widening of Ruahine Street and Wellington Road would require an upgrade to this intersection.

## What is proposed

We investigated several options for improving this intersection, including building a tunnel, installing a roundabout and keeping turns to left in and left out only.

We've decided to keep the intersection and all existing turns, but move it 30 metres north and install traffic signals. The new location and traffic signals will improve safety for vehicles and in particular improve visibility for motorists.

*Is there anything else we should consider when developing our proposals for improving this intersection?*



Aerial view of the new Wellington Road/Ruahine Street intersection.



### Key features

- 1 Area to be landscaped with low-level planting
  - 2 Six metre wide service lane for vehicle access to properties and for pedestrians and cyclists
  - 3 Ruahine Street encroaches 35 metres into Town Belt. Requires a 15 metre high cut into Town Belt
  - 4 New Wellington Road/Ruahine Street intersection
  - 5 Six properties need to be acquired
  - 6 Moxham Avenue connection to Wellington Road closed, but connection to service lane provided
  - 7 From Wellington Road/Ruahine Street intersection to Kilbirnie Crescent 19 properties need to be acquired
- SH1
  - New pedestrian and cycle path
  - Local streets
  - P Pedestrian/cycle crossing
  - Buildings that will be affected

# Wellington Road

## At present

- Wellington Road between Ruahine Street and Cobham Drive is regularly congested.
- There is an existing 25 metre designation between Kilbirnie Crescent and Ruahine Street in the WCC District Plan, which signals the long-term intention to widen Wellington Road to the south.
- Unlike on Cobham Drive and the southern portion of Evans Bay Parade, there is no dedicated cycle path on Wellington Road.
- The parties to the Corridor Plan have decided that the widening of Wellington Road should be investigated.

## What is proposed

We've investigated widening Wellington Road to the north or to the south between Ruahine Street and Kilbirnie Crescent.

We believe we should widen Wellington Road to the south. This is required to:

- Ensure that the intersections on Wellington Road operate efficiently and safely
- Accommodate a six metre wide service lane that will be shared with pedestrians and cyclists.

To complete the widening we'll need to acquire all the properties on the southern side of Wellington Road between Ruahine Street and Kilbirnie

Crescent. Between Kilbirnie Crescent and Cobham Drive, we'll need to acquire up to 1,200 square metres of Kilbirnie Park and up to 300 square metres of St Patrick's College land.

## Things we considered in making this decision

We appreciate that there may be some community concerns about the need to acquire private property for this project.

In making our decision to acquire properties along Wellington Road, we considered the existing 25 metre widening designation, which already encroaches into private properties on the southern side of Wellington Road. Although the proposed widening will exceed this designation, we believe that its existence signals to the community a long-term intention to widen Wellington Road to the south.

We also considered the potential community concerns about using land in Kilbirnie Park. While we understand these concerns, we concluded that the benefits of having a high-quality pedestrian and cycle path between Cobham Drive and the Basin Reserve justified our approach. It will also reduce the safety hazards associated with private properties having direct access to Wellington Road.

The proposed green corridor connecting the Town Belt and Kilbirnie Park, and its associated recreational benefits, will help to reduce the impacts of using this land.

*Is there anything else we should consider when developing our proposals for Wellington Road?*



### Key features

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1 Land acquired by the NZTA. Potential to landscape this area to create a green corridor connecting the Town Belt and Kilbirnie Park</li> <li>2 Walmer Street connection to Wellington Road closed, but connection to service lane provided</li> <li>3 Six metre wide service lane for vehicle access to properties and for pedestrians and cyclists</li> <li>4 Eastern Suburbs/Marist clubrooms to be relocated</li> <li>5 Widened Wellington Road encroaches into Kilbirnie Park by 15 metres</li> <li>6 Wellington Road widened to accommodate seven lanes</li> <li>7 No encroachment into Kilbirnie Park</li> </ul> | <ul style="list-style-type: none"> <li>8 Cobham Drive widened into St Patrick's College land by up to five metres to provide six lanes</li> <li>SH1</li> <li>New pedestrian and cycle path</li> <li>Local streets</li> <li>Dedicated bus lane</li> <li>P Pedestrian/cycle crossing</li> <li>Buildings that will be affected</li> </ul> |
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# Key benefits of the proposed SH1 improvements for Wellington

## For general vehicles (including freight)

The proposed improvements will:

- Increase SH1's capacity, making it the most efficient route for vehicles travelling between the CBD and the eastern suburbs. As a result, and assuming that the improvements are in place by 2026, the number of vehicles using SH1 is likely to increase by 80% compared with today, and local roads such as Evans Bay Parade will have up to 70% less traffic in peak times
- Reduce congestion for vehicles travelling between the CBD and the eastern suburbs. Today, it takes about seven minutes to travel SH1 from Cobham Drive to Buckle Street at peak times. If nothing is done, this is likely to increase to more than nine minutes by 2026 - and travel times on local roads will also get longer as SH1 is at capacity. If the SH1 improvements are in place by 2026, travel times will reduce to less than five minutes even though the number of vehicles using SH1 will increase.

## For public transport

The proposed improvements will:

- Improve journey time and reliability for buses going around the Basin Reserve. For example, journey times for buses are likely to reduce by up to 35% in the morning peak between Kent and Cambridge Terraces and Adelaide Road
- Provide road space for an alternative high-quality public transport system (such as light rail) in future
- Improve bus stop facilities around the Basin Reserve
- Reduce traffic along Constable Street and Wallace Street, making bus journey times more reliable

- Potentially reduce delays for buses travelling between the bus tunnel and Kilbirnie.

## For pedestrians and cyclists

The proposed improvements will:

- Improve facilities for pedestrians and cyclists by providing a dedicated route along Cobham Drive to the Basin Reserve and on to the pedestrian and cycle path along Karo Drive
- Improve safety for cyclists using Evans Bay Parade owing to the significant reduction in general vehicles using this route
- Improve connections for pedestrians and cyclists around the Basin Reserve
- Provide a safer drop-off area for school students near the Basin Reserve
- Reduce traffic volumes (in 2026) by up to 35% around the Basin Reserve and up to 70% along Oriental Parade at peak times, making travel safer and easier for pedestrians and cyclists
- Improve access for pedestrians and cyclists to Hataitai Park.

## For the city

The proposed improvements will:

- Support economic development in the CBD and, in particular, the eastern suburbs
- Help WCC in its plans to develop a Johnsonville to Kilbirnie 'growth spine'
- Provide a green corridor link between the Town Belt and Kilbirnie Park and between the War Memorial and the Basin Reserve.

# What are the next steps?

We're currently in the investigation phase for the improvements to SH1 from Cobham Drive to Buckle Street.

Once we've received and analysed your feedback, we'll let you know about our decisions on the options in this brochure. Your feedback will also help us to refine the design of the improvements before we seek the required approvals under the Resource Management Act 1991 (RMA).

We'll further engage the community before seeking these approvals, and at that stage will also confirm the impacts of the improvements (such as noise), as well as how we propose to reduce them.

Assuming that we're granted the necessary RMA approvals, the construction timetable will reflect the Corridor Plan and the current RoNS programme. That is:

- The Basin Reserve improvements will be completed first to ease SH1 traffic and help achieve WCC's plans for a high-quality public transport spine. We may also undertake some interim improvements to Ruahine Street and Wellington Road and at the intersections along the Inner City Bypass

- The second Mt Victoria Tunnel and the Ruahine Street and Wellington Road widening projects are scheduled to follow completion of the Kapiti and Transmission Gully sections of the Wellington Northern Corridor RoNS programme.





## Questions and answers

### 1. Why are these improvements needed?

The improvements were identified during the development of the Ngauranga to Wellington Airport Corridor Plan, which included an investigation into Wellington's present and future transport needs.

The investigation revealed that more trips will be generated as a result of an increasing population and greater economic activity, particularly in the Wellington CBD and along the Johnsonville to Kilbirnie growth spine. It concluded that improvements were likely to be needed to Wellington's transport network.

A number of options were explored. One looked at whether a significant investment in public transport, including a light rail system, would meet Wellington's future transport needs. Another looked at whether we should build more roads.

WCC, GWRC and the NZTA concluded that the solution was a multi-modal approach that includes significant enhancements to public transport, walking and cycling, as well as our roads.

### 2. What does the Ngauranga to Wellington Airport Corridor Plan aim to achieve?

The Ngauranga to Wellington Airport Corridor Plan seeks to strengthen four key transport components:

- A high-quality, high-frequency public transport spine
- Highly accessible and attractive 'activity' or shopping streets
- A reliable and accessible 'ring' or bypass route for vehicles
- An interconnected and convenient local street, walking, cycling and public transport network.

### 3. How will the improvements help make Wellington more liveable?

An efficient and easy-to-use transport system is essential to our community's wellbeing.

Our cities and way of life have evolved around our need to move between our homes and places of work, shopping, recreation and socialising. If we don't have this mobility, we're excluded from many of these important economic and social interactions.

Wellington needs an efficient and effective transport system that offers us choice in how we achieve this mobility; enabling us to walk or cycle for some of our trips, take the bus or train for others and use our cars for the remainder.

### 4. What are the roads of national significance (RoNS)?

The RoNS programme is a \$9 billion government investment designed to ease major traffic bottlenecks in and around our five largest metropolitan areas, and link our major sea and air ports more effectively with the State highway system.

The programme aims to deliver an effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of our country's economy to deliver greater prosperity, security and opportunities for all New Zealanders.

The Wellington Northern Corridor (from Levin to Wellington Airport) is one of seven RoNS. The SH1 improvements discussed in this brochure, including a second Terrace Tunnel, are part of the Wellington Northern Corridor RoNS programme.

### 5. How do the improvements relate to Wellington's economic growth and prosperity?

Among other things, New Zealand's economic wellbeing depends on us being able to move the goods that we manufacture to market as efficiently as possible. The more efficient our transport network, the more competitive our businesses and our economy.

The package of measures identified in the Corridor Plan will deliver benefits through reduced travel times, reduced vehicle operating costs and improved safety. It will also reduce the costs of travel and goods, and have wider economic benefits. For example, the urban intensification of Adelaide Road is expected to encourage economic growth in Wellington.

The improvements to SH1 are an important part of this package.

### 6. How will this proposal affect the Town Belt?

We appreciate that the Town Belt has significance for the Wellington region, and we're committed to minimising our impacts on it and on nearby property owners. However, it's important to remember that the 25 metre widening designation along Ruahine Street has been in place for many years, signalling to the community an intention to widen Ruahine Street into the Town Belt.

The Town Belt is governed by a deed of trust and a number of Acts. Town Belt land can be compulsorily acquired under the Public Works Act for roading purposes. You can get more information on this process at [www.nzta.govt.nz/witi](http://www.nzta.govt.nz/witi).

In the meantime, we're working with the appropriate authorities to ensure that, through freeing up other land next to the Town Belt, the amount of open, green recreational space in the Town Belt is retained as far as practicable.

### 7. Why does there have to be more than four lanes on parts of Ruahine Street and on Wellington Road?

If we're to increase the capacity of SH1 to meet Wellington's transport needs well into the future, we need to widen Ruahine Street and Wellington Road so that there are at least two lanes in each direction.

This part of SH1 also connects to smaller local roads, so we need to provide traffic signals and additional lanes at these intersections to ensure they operate efficiently. Because of the short distances between intersections along this route, the additional lanes have to be extended along most of Ruahine Street and Wellington Road.

During the next phase of the project, the project team will investigate in more detail whether we can reduce the number of additional lanes while maintaining efficiency at the intersections.

### Do you have more questions?

Visit [www.nzta.govt.nz/witi](http://www.nzta.govt.nz/witi) for more answers to questions such as:

- What are the estimated costs and benefits of the improvements at this time?
- What are the estimated cost and benefits for pedestrians and cyclists at this time?
- What urban design principles were used in designing the improvements?
- Why can't westbound traffic be located in a tunnel at the Basin Reserve rather than on a bridge?
- What are the planned 'interim improvements' for Ruahine Street and Wellington Road, and along the Inner City Bypass?
- When will the NZTA let me know whether my property may need to be acquired for this project?



## Timeline

Time	Activity
2006 to 2008	GWRC, WCC and the NZTA undertake the Ngauranga to Airport Strategy and consult on various transport packages.
2008	GWRC consults on, then adopts, the Ngauranga to Wellington Airport Corridor Plan. The Plan describes a package of multi-modal transport improvements, including the improvements to be undertaken for Wellington.
2009	The government announces the RoNS programme, which includes the SH1 projects identified in the Corridor Plan. Planning for the projects begins.
2 July - 26 August 2011	The NZTA seeks feedback on the proposed improvements.
July 2011	GWRC starts the Wellington Public Transport Spine Feasibility Study, which will investigate options for a high-quality public transport system between the Railway Station and Newtown.
Late 2011/early 2012	The NZTA announces its decisions on the options discussed in this brochure and publishes a report on feedback on the improvements.
Mid-2012	The NZTA works with directly affected parties and the public in further assessing the environmental effects of the SH1 improvements.
December 2012	GWRC completes the Wellington Public Transport Spine Feasibility Study.
Late 2012/early 2013	The NZTA lodges notices of requirement, which it anticipates will be determined by a Board of Inquiry. This process will include an opportunity for public submissions and participation in a hearing, and will take in the order of nine months to complete.
Mid-2013	The detailed design of the transport improvements around the Basin Reserve begins.
2014/15 onwards	Construction of the improvements around the Basin Reserve is scheduled to start in either 2014 or 2015 (the interim improvements to Ruahine Street, Wellington Road and the Inner City Bypass may also start at this time). The improvements are likely to take two or three years to complete.  The second Mt Victoria Tunnel and the main improvements to Ruahine Street and Wellington Road are currently scheduled to follow the completion of the Kapiti and Transmission Gully sections of the Wellington Northern Corridor RoNS programme.

## How can you provide feedback?

We welcome your feedback on our proposals. You'll find a feedback form at the back of this brochure, or you can download a copy from [www.nzta.govt.nz/witi](http://www.nzta.govt.nz/witi).

Simply complete the form then:

**Post it to:** Cobham Drive to Buckle Street transport improvements  
PO Box 10042  
The Terrace  
Wellington 6143

**Email it to** [info@witi.co.nz](mailto:info@witi.co.nz)

**Deliver it in person** to the information centre at the Basin Reserve or the information desk at our open days.

**Note we need to receive your feedback by Friday 26 August 2011.**

## How can you get more information?

**Our website:** Visit [www.nzta.govt.nz/witi](http://www.nzta.govt.nz/witi) for more information on the proposed improvements to SH1. You can also download technical reports that cover the reasons for the improvements and the options considered.

**By phone:** Phone **0508 WITI INFO (0508 9484 4636)** to talk to a member of the project team. The lines are open between 10am and 4pm Monday to Friday.

**Information centre:** Visit our information centre for more material on the project and the opportunity to talk to a member of the project team.

You'll find the information centre at the RA Vance stand on the Sussex Street side of the Basin Reserve. Look for the signs. The centre will be open between Monday 4 July and Friday 26 August 2011 - Mondays to Fridays (10am to 3pm) except for Thursdays (3pm to 8pm).

**Project open days:** Join us at one of the following open days, where you'll be able to find out more information and discuss the proposed improvements with members of the project team.

Open days will be held in the RA Vance stand on the Sussex Street side of the Basin Reserve on:

Saturday 9 July 2011	10am to 4pm
Saturday 16 July 2011	10am to 4pm
Sunday 17 July 2011	10am to 4pm

## Contact us

For more information, please contact the project team:  
Cobham Drive to Buckle Street transport improvements  
**E:** [info@witi.co.nz](mailto:info@witi.co.nz)  
**T:** 0508 WITI INFO (0508 9484 4636)

If you have a detailed enquiry, please post it to:  
Cobham Drive to Buckle Street transport improvements  
PO Box 10042  
The Terrace  
Wellington 6143



**NZ TRANSPORT AGENCY**  
WAKA KOTAHI

New Zealand Government



# Let us know what you think

Your feedback is important to us – so please let us know what you think.

Your views will enable us to develop the improvements to SH1, which will in turn help us to shape the required approvals we'll be seeking under the Resource Management Act.

1. What's important to you about where we should locate the bridge around the Basin Reserve?

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2. What do you like or dislike about locating the bridge near the Basin Reserve?

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3. What do you like or dislike about locating the bridge farther away from the Basin Reserve?

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4. How important is it to you that we add a pedestrian and cycling facility to the bridge?

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5. What's important to you when considering whether pedestrians and cyclists should be either partially or fully separated from vehicles in the new Mt Victoria Tunnel?

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6. We welcome any other comments you'd like to make about the proposed improvements to SH1, including our plans for the second Mt Victoria Tunnel, the widening of Ruahine Street and Wellington Road and the pedestrian and cycling facilities.

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**Please return this FreePost form by Friday 26 August 2011.**

Name (please PRINT clearly) .....

Organisation (if applicable) .....

Postal address .....

Email .....

**Your personal information will remain confidential.**

**You may attach other pages if you need more space to write. Thank you for taking the time to provide us with your comments.**

FOLD HERE

FreePost Authority Number 225938



Cobham Drive to Buckle Street transport improvements  
PO Box 10042  
The Terrace  
Wellington 6143

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