



### KEY TRANSPORT ISSUES

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Wellington region include:

- › Road safety
- › Severe congestion, particularly at peak times, on the main routes into and out of Wellington City. Key “hot points” include Paekakariki to Pukerua Bay, SH1 Ngauranga interchange, SH2 Dowse to Ngauranga, the areas around the Terrace and Mt Victoria Tunnels, as well as the Basin Reserve
- › Route security and efficiency to the north of Wellington, both on SH1 and SH2
- › Access to the Airport and Wellington’s regional hospital in Newtown
- › The need for stronger connections between Lower Hutt and Porirua.

#### How we plan to address these key issues

Improvements are needed to reduce congestion and address safety issues along SH1 between Ngauranga and Peka Peka, just north of Waikanae.

Following extensive public consultation, Greater Wellington Regional Council has adopted a Western Corridor Plan for inclusion in the draft Regional Land Transport Strategy. The plan includes travel demand measures, improvements to “park and ride” and bus-rail connections and plans to increase passenger rail transport.

The Western Corridor plan can be geographically split into two areas, being to the north and south of MacKays Crossing. In the north, the Kapiti Western Link Road is now a Kapiti Coast District Council project. It consists of a major arterial parallel to SH1 between Peka Peka Road north of Waikanae and Poplar Avenue at Raumati. This will relieve congestion on both the state highway and local roads and provide a second crossing of the Waikanae River.

Transit continues to work with Kapiti Coast District Council on the final form of the Kapiti Western Link Road, including the need for grade separation of the connections to SH1.

The construction of Transmission Gully Motorway has been included in the corridor plan, but is subject to a funding plan being finalised by the region. Funding for investigation and preliminary design has been included in the 10-year forecast. Preliminary investigation work has commenced. Full development will be contingent on a funding plan being approved.

Although investigation into a new road linking Grenada on SH1 with the Hutt Valley is included in the Western Corridor Plan, it is not included in the current 10-year State Highway Forecast because the status of the road is yet to be determined. Transit will be undertaking a joint study of the Grenada to Gracefield link with Wellington City Council and Hutt City Council to determine the scope of the project.

The Hutt Corridor is often congested, particularly south of Upper Hutt. Construction funding has been approved for the Dowse to Petone upgrade and construction will commence in mid-2007. The upgrade includes an overbridge at the Korokoro intersection (connecting the Western Hills with Hutt Road) and an interchange at the Dowse Drive intersection (connecting Dowse Drive and Hutt Road via a roundabout raised over the highway, as well as connections to the state highway). These improvements also include altering the Petone “Park and Ride” facility and minor safety improvements to the highway between the existing intersections. Investigation of options to upgrade the Melling intersection is also included in the 10-year forecast.

Design work on the Rimutaka Corner Easing project to straighten some tight curves at ‘Muldoon’s Corner’ is in progress. Construction of this project could be advanced if supported by the consultation on the draft Regional Land Transport Strategy.

Other large projects forecast in the 10-year period include grade separation of the SH2 to SH58 intersection at Manor Park. Previously identified improvements required at the Basin Reserve have been retained in the forecast but are subject to confirmation by the Ngauranga to Airport Study.

## Road Safety

The first stage of the Advanced Traffic Management System (ATMS) installed in Ngauranga Gorge has been very effective in smoothing traffic flows and ensuring a faster response to incidents. Transit proposes to investigate the incremental extension of the system to other high traffic volume sections of SH1 from Ngauranga to the Terrace Tunnel and on SH2 from Petone to Ngauranga. In addition, variable message signs are to be located at various sites within the Wellington region to assist with safety by providing information to road users, particularly for more extreme events causing road closures. Further work on the management or removal of roadside hazards will continue.

## Secure and Efficient Transport Corridors

A larger Otaki roundabout is proposed at the intersection of SH1 and Rahui and Mill Roads.

## Heavy Vehicle Weigh Station

With the completion of the Mana upgrade there is no southbound weighing facility. A replacement is required to ensure that the Police can manage their safety and compliance responsibilities. The preferred site for the weigh facility is at Plimmerton. The weigh station project is forecast to be completed within the next three years.

## Passing Lanes

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. In Wellington a number of passing lane projects have been identified for progress in the next three years, subject to \$R funding, including on SH2 in the Wairarapa, with north and southbound lanes between Featherston and Greytown and between Masterton and Carterton, on SH58 near Judgeford, and on SH1 between Otaki and Waikanae.

## Walking and Cycling

Options for the extension of the SH2 cycleway to the Petone interchange from its current position are currently being investigated. In addition a new project in Paraparaumu is proposed and the new pedestrian facility at Teihana Road is to be completed.

## Strategic Studies

A number of strategic studies are proposed for the Wellington region including SH1 in Kapiti, SH58 (as part of the investigation of the Transmission Gully Motorway), the SH2 Hutt Corridor Strategic Study, Stage 2 of the Featherston to Upper Hutt Study, the Grenada to Gracefield Study and the SH2 Wairarapa (land use/transport) Study.

## Maintenance and Operations

Maintenance and operations activities make up the majority of the forecast expenditure in the Wellington region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 26km of highway, including 13km of low noise surfacing
- › Apply high skid resistant surfacing on approaches to high speed intersections
- › Continue to maintain and improve the SH58 Pauatahanui inlet seawall
- › Continue with flood mitigation works on SH1 at Paekakariki
- › Work with local authorities to optimise traffic operations on both local arterials and state highways, including establishment of a dedicated Traffic Management Centre
- › Improve coordination with Police and Emergency Services in the management of incidents that affect the operation of the network
- › Continue to work with Civil Defence and Emergency Management to refine emergency response plans in and around Wellington
- › Monitor traffic and levels of congestion
- › Continue with a programme of improvements to tunnels to meet appropriate safety standards.