



### 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 SH1 through Paraparaumu and Waikanae, 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 Wellington 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.

In 2006, Greater Wellington Regional Council adopted a Western Corridor Plan for the Regional Land Transport Strategy. The plan includes travel demand measures, improvements to “park and ride” and bus-rail connections 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 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.

Transit has commenced the SH1 Kapiti Strategic Study. The objective of the study is to develop a long-term plan for a four-lane SH1 through Kapiti that provides for the sustainability of the highway while facilitating strategic, connectivity with the Kapiti Coast community and the passenger transport network. The long-term plan for SH1 will complement the committed future rail upgrades to achieve a balanced transport network on Wellington’s Western Corridor.

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 and investigation work is progressing well.

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. This study is called the Ngauranga Triangle Study and is included in the State Highway Forecast in the 2008/09 financial year.

The Hutt Corridor is often congested, particularly south of Upper Hutt. Construction has commenced on the Dowse to Petone upgrade. The upgrade includes an overbridge at the Korokoro intersection and an interchange at the Dowse Drive intersection. These improvements include altering the Petone “park and ride” facility. Investigation of options to upgrade the Melling intersection is also included in the 10-year forecast.

The draft corridor plan for SH1 from Ngauranga to Wellington Airport and Wellington Hospital will be released for public consultation in mid-2008. This is a joint study with Wellington City Council and Greater Wellington Regional Council.

Design work on the Rimutaka Corner Easing Project to straighten some tight curves at “Muldoon’s Corner” is in progress. Transit plans to advance the construction of this project with the support of the Regional Land Transport Committee.

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

Investigation of median barriers between Moonshine Hill Road and Silverstream on SH2, MacKays Crossing and Centennial Highway and between Otaihanga and Waikanae on SH1 is currently underway. Intersection upgrades in Carterton are programmed for construction. Design of safety improvements to both the Mt Victoria and the Terrace Tunnels and investigation of street lighting on SH1 between Johnsonville and Tawa is programmed.

The first stage of the Advanced Traffic Management System installed in Ngauranga Gorge has been effective in smoothing traffic flows and ensuring a faster response to incidents. Transit has commenced the extension of the system to other high traffic sections of SH1 from Ngauranga to the Terrace Tunnel and on SH2 from Petone to Ngauranga. In addition, electronic variable message signs are to be located at various sites to assist with safety by providing information to road users, particularly for extreme events causing road closures.

### Secure and Efficient Transport Corridors

The construction of the SH2 Moonshine intersections is nearing completion.

### Passing Lanes

Limited passing opportunities in some parts of the region’s road network lead to driver frustration and accidents. Passing lane projects have been identified for progress in the next three years on SH1 north of Waikanae and on SH2 in the Wairarapa.

### Walking and Cycling

Opportunities for improvements to walking and cycling facilities on State Highways will be identified as part of the ongoing strategic studies in the region. Transit is also working with the Pukerua Bay community on a neighbourhood accessibility plan.

### Strategic Studies

A number of strategic studies are proposed for the Wellington region including the Ngauranga Triangle Study and SH58 (as part of the investigation of the Transmission Gully Motorway).

### 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.