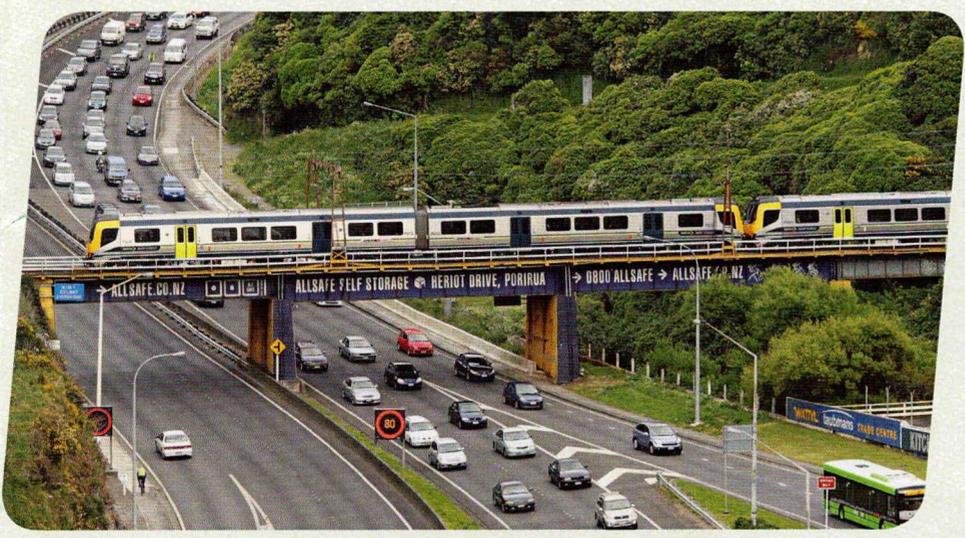




# WELLINGTON REGIONAL LAND TRANSPORT PLAN 2015

**DRAFT**



A transport system that is resilient, reliable and easy to use matters to all of us.

We rely on the transport network to get us where we need to go quickly and safely. The draft Regional Land Transport Plan is our blueprint for a network that will keep the Wellington region vibrant and on the move, enable it to grow and meet future needs.

The Wellington Regional Land Transport Plan (RLTP) 2015 sets out the strategic direction for land transport in the region over the next 10-30 years.

It also includes a programme of all the land transport activities in the region that we need funding for over the next six years.

The RLTP has been developed collaboratively by the Wellington Regional Transport Committee on behalf of Greater Wellington Regional Council.



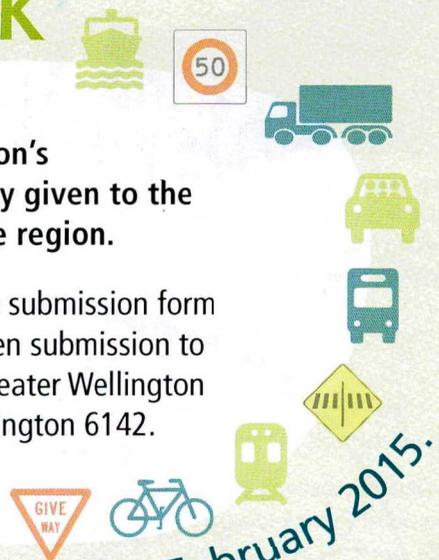
## TELL US WHAT YOU THINK

...of the overall direction for the region's land transport network and the priority given to the large new improvement projects for the region.

To have your say, simply complete the online submission form at [www.gw.govt.nz/RLTPlan](http://www.gw.govt.nz/RLTPlan) or send a written submission to Draft RLTP Submissions, Freepost 3156, Greater Wellington Regional Council, PO Box 11646, Wellington 6142.

Submissions close at 4pm on Friday 20 February 2015.

Copies of the full draft RLTP are available:  
At [www.gw.govt.nz/RLTPlan](http://www.gw.govt.nz/RLTPlan) or by calling Greater Wellington Regional Council – 0800 496 734  
At libraries and council offices throughout the region

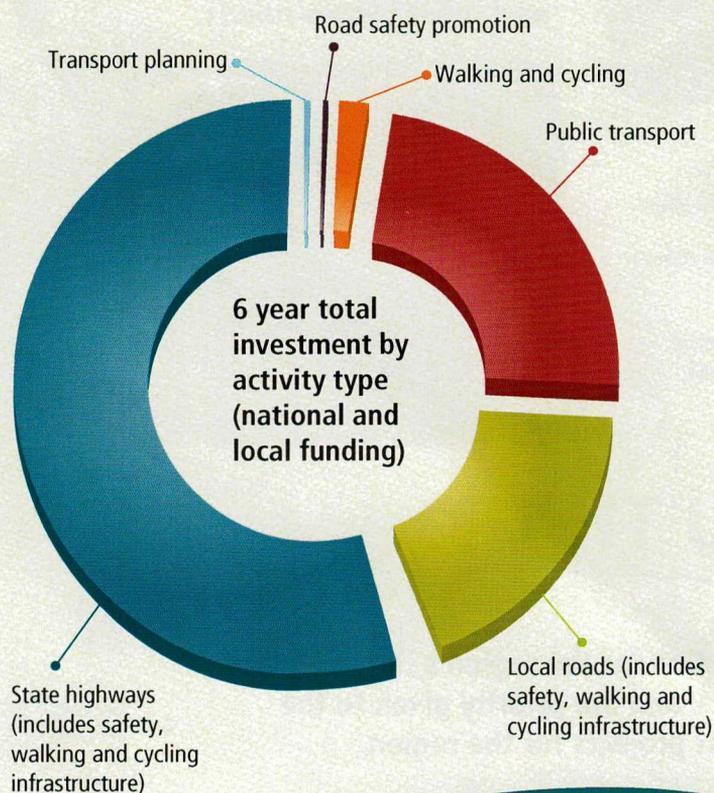


## OUR BID FOR FUNDING

- The programme of activities in the RLTP is the region's bid for funding support from the National Land Transport Fund. State highway projects are fully funded from this national fund. Council long term plans need to include the local funding share for council activities in the regional programme.
- The programme includes activities relating to local roads, state highways, public transport, road safety, walking and cycling, transport planning and studies proposed for the Wellington region over the next six years.

## HOW ARE PROJECTS IDENTIFIED?

- Proposed activities are identified through transport studies and are put forward by local councils, Greater Wellington Regional Council and the NZ Transport Agency based on what they think they can afford and deliver.
- The Regional Transport Committee cannot add activities or projects to the programme.
- If projects you would like to see in this RLTP are not here, you should provide feedback to the relevant council's Long Term Plan.
- The NZ Transport Agency will make the final decision on whether to include the proposed transport projects in the National Land Transport Programme and whether to approve funding of any activity.



### WHAT'S HAPPENING WITH THE BASIN RESERVE PROJECT?

- A solution to traffic and congestion issues at the Basin Reserve intersection is still crucial for a safe, effective and efficient transport system through Wellington City.
- Potential solutions at the Basin Reserve will be re-visited after the High Court releases its decision on the appeal relating to the bridge.
- A solution is likely to be found in 2015 and will require a variation to the regional programme.

## Wellington's Road of National Significance (RoNS)

The State Highway 1 corridor from Levin to Wellington Airport was identified by the Government as a national priority for upgrading.

A package of projects make up Wellington's RoNS, some are currently under construction (MacKay's to Peka Peka Expressway and Transmission Gully) and others are included in the list of large new projects prioritised in the draft RLTP.

## LARGE NEW PROJECTS COSTING MORE THAN \$5 MILLION – IN PRIORITY ORDER:

These are the large new improvement projects proposed for the region over the next 6 years, in order of priority:

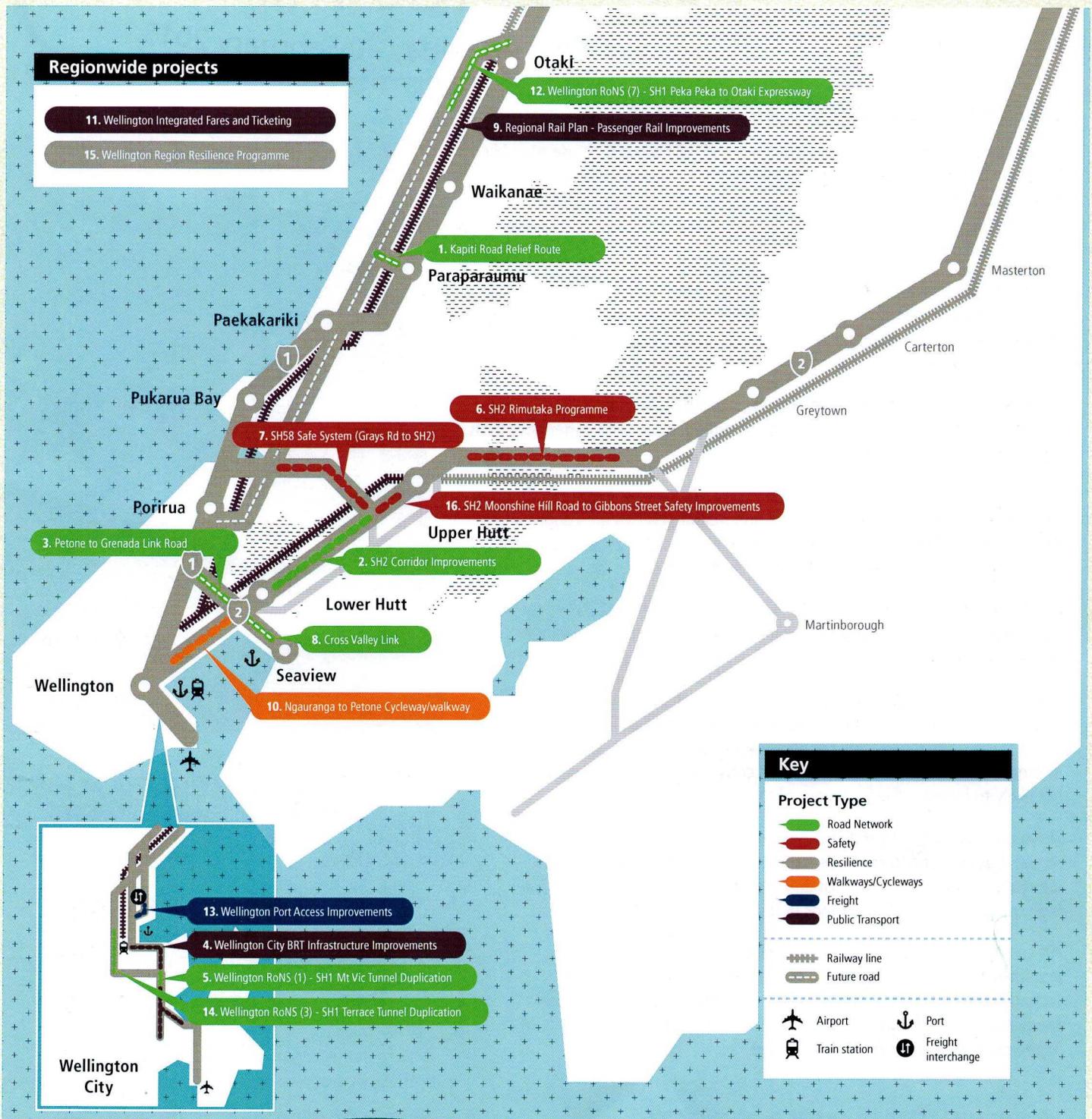
1. Kapiti Road Relief Route (including extension of Ihakara Street)
2. SH2 Corridor Improvements (from Ngauranga to Upper Hutt)
3. SH1 / SH2 Petone to Grenada Link Road
4. Wellington City Bus Rapid Transit Infrastructure Improvements
5. SH1 Mt Victoria Tunnel Duplication (widening of Ruahine Street and Wellington Road)
6. SH2 Rimutaka Programme (safety and route alignment)
7. SH58 Safe System (major safety upgrade from Grays Rd to SH2)
8. Cross Valley Link (new road connecting the Seaview area with SH2)
9. Regional Rail Plan - Passenger Rail Improvements (Rail Scenario 1)
10. Ngauranga to Petone Cycleway/walkway
11. Wellington Integrated Fares and Ticketing
12. SH1 Peka Peka to Otaki Expressway
13. Wellington Port Access Improvements
14. SH1 Terrace Tunnel Duplication
15. Wellington Region Resilience Programme (SH1 and SH2)
16. SH2 Moonshine Hill Road to Gibbons Street Safety Improvements

We are required to provide one prioritised list of large new projects to signal our regional priorities. However different types of activities are funded from different funding 'buckets' in the national programme. This means our cycling projects will not be competing for funding against our state highway or public transport projects, but they will be competing against other cycling projects across New Zealand.

### WHAT'S HAPPENING AT AND AROUND MELLING BRIDGE?

- There's a lot of activity being proposed for this area, including improvements to flood protection, the state highway, local roads and the city centre.
- Greater Wellington Regional Council, Hutt City Council and the NZ Transport Agency are working together to find an integrated solution.
- Funding identified under the SH2 Corridor Improvements project could go towards a major upgrade of the busy Melling intersection.

# LARGE NEW PROJECTS IN THE REGION



## WHAT'S THE NEXT STEP FOR BUS RAPID TRANSIT IN WELLINGTON CITY?

- A high quality bus rapid transit spine through central Wellington is a key element of the Ngauranga to Airport Corridor Strategy.
- Bus Rapid Transit vehicles, dedicated lanes, traffic light priority and bus stops and stations etc. will all be delivered through a joint project involving Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency.
- Funding for the first steps towards Bus Rapid Transit has been earmarked in the draft RLTP.

## WHAT DOES THE NGAURANGA TO PETONE CYCLEWAY/WALKWAY PROJECT INVOLVE?

- We're still investigating options for a new walk/cycle link between Wellington City and Hutt Valley.
- In the meantime the regional programme contains the old proposal for an upgraded facility between the state highway and rail corridors.
- If a new sea side facility is confirmed as the preferred option, the RLTP will be amended to include the cost and timing of this option.



# TELL US WHAT YOU THINK

Submissions close at 4pm on Friday 20 February 2015.

## THE TRANSPORT CHALLENGES WE FACE

The Wellington region is relatively compact and we have a high use of public transport (the highest per capita in Australasia), particularly for journeys to work to and from the Wellington City CBD as the primary employment centre for the region. However, we do need to improve the east-west connections between the main urban areas.

We need to ensure that future land use development continues to support an efficient transport network with a wide range of transport option. The transport network should support planned growth corridors and the use of public transport, walking and cycling.

We need to manage the negative impacts that transport can have on communities and the environment through emissions, air and water pollutants, noise, vibration and visual impacts.

Severe congestion remains an issue on some sections of our network. In many cases, bus services, emergency services and freight vehicles are caught in this congestion. Severe congestion results in poor journey reliability, limits accessibility and constrains future economic growth.

Freight volumes in the region are forecast to grow by around 75% over the next 30 years making good access and reliable travel times increasingly important.

Our transport network is extremely vulnerable to disruption and delays after a major traffic incident or natural hazard event such as a slip, flooding, storm surge or major earthquake. This risk is made worse by limited alternative routes, and narrow low lying corridors. Climate change impacts are likely to increase the frequency of these risks.

There has been a steady reduction in road crashes since 2007 in our region, but we need to continue working towards no death or serious injury on our roads. Motorcyclist and cyclist casualties in the region are high compared with other regions in the country.

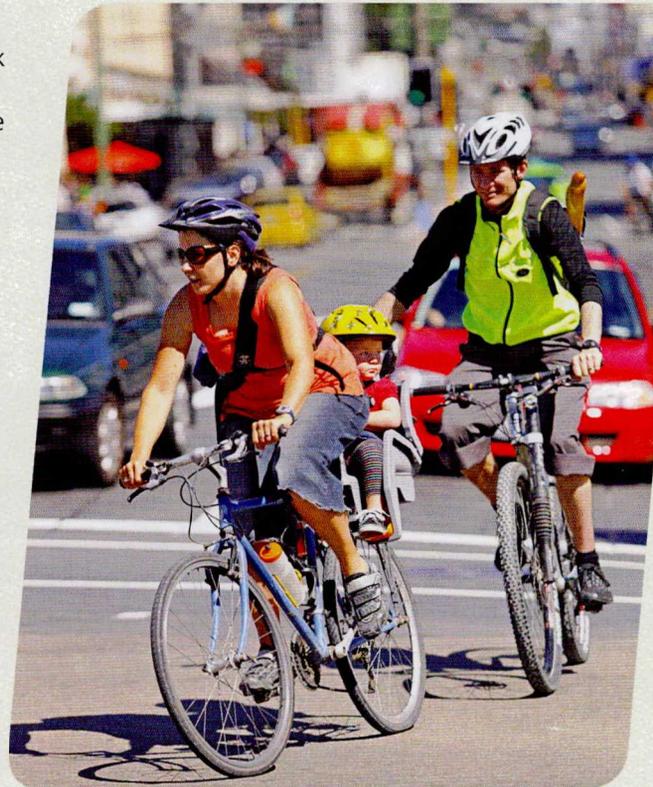
An ageing population, people working later in life, younger people less likely to hold drivers licences, high speed broadband and new technologies, and flexible working hours are key trends that influence travel patterns and travel demands that we have considered in our future planning for the transport network.

## HOW WILL THE PLANNED PROJECTS MEET THE CHALLENGES?

As a package, the projects proposed for the region will deliver safety, resilience and reliability to our strategic road network, better east-west links, public transport that's more attractive and easier to use, provide a crucial link in our regional cycling network, and make access to key freight hubs more efficient.

## MEASURING OUR PROGRESS

The RLTP includes a set of targets for the next 10 years against which progress in relation to each of our desired outcomes will be measured. These targets have been developed to be challenging, but also realistic and affordable.



## WHAT ARE WE TRYING TO ACHIEVE FROM OUR INVESTMENT?

### Our objectives

- A high quality, reliable public transport network
- A reliable and effective strategic road network
- An effective network for the movement of freight
- A safe system for all users of the regional transport network
- An increasingly resilient transport network
- A well planned, connected and integrated transport network
- An attractive and safe walking and cycling network
- An efficient and optimised transport system that minimises the impact on the environment