

# Are we proposing the right projects and priorities for our regional transport network?

Have your say by using the FREEPOST form on the back page

Have your say

MARCH 2009



The new Government is expected to issue a new Government Policy Statement on land transport funding some time in the next month. This may result in significant changes to the total funding available for various activities. Nevertheless, in order to meet legal requirements, the Regional Transport Committee needs to consult now on our proposed Regional Land Transport Programme. The committee is most interested to hear your views on the priorities set out in the programme and will take these into account, together with updated funding information, when the final programme is finalised in June.



### What is the Proposed RLTP?

The Proposed Regional Land Transport Programme (RLTP) is made up of all the transport projects that Greater Wellington, the region's local councils and the New Zealand Transport Agency (NZTA) are proposing to carry out over the next three years.

These transport projects include:

- New public transport infrastructure and services
- Improved local roads and state highways
- Walking and cycling projects
- Road safety improvements and programmes

It also identifies priorities for transport projects and includes a 10-year forecast of anticipated funding and spending.

There are three types of projects in the Proposed RLTP:

- Those that we have already started or that are funded and ready to go. We include these to get a full picture of what we have already have underway to maintain or improve our transport system
- Those that must automatically be included in the programme (local road maintenance, minor capital works and existing public transport services) that we have no discretion over
- Those that we do have discretion over, both in terms of whether they are included and what priority they are given

The Regional Transport Committee must prepare and ask for your feedback on an RLTP every three years. This is required by the Land Transport Management Act 2003<sup>1</sup>.

1. As amended by the Land Transport Management Amendment Act 2008



## How are projects identified?

The Wellington Regional Land Transport Strategy 2007-16 identified our region's transport problems and set out the long-term vision for our transport network. Under this strategy, detailed studies have been carried out to identify potential solutions to the problems affecting particular transport corridors or transport systems. Most projects proposed in this RLTP are identified through these studies.

A list of all projects can be found in the full Proposed RLTP, which is available on Greater Wellington's website, from our Wellington and Masterton offices, or at local libraries.

### WHAT IS THE REGIONAL TRANSPORT COMMITTEE?

The Wellington Regional Transport Committee is a regional committee made up of all the mayors in the region, two Greater Wellington Councillors, a representative from the New Zealand Transport Agency, and a community representative each for economic development, safety and personal security, public health, access and mobility, environmental sustainability and cultural interests.

### WHAT IS THE NEW ZEALAND TRANSPORT AGENCY?

The New Zealand Transport Agency is the crown agency responsible for both land transport funding and for maintaining and operating the state highway network.

### Transport priorities for the Wellington region

The key transport priorities for the region over the next six years are in the Wellington Regional Land Transport Strategy 2007-16. The key outcomes are:

- Increased peak-period passenger transport use
- Increased use of walking and cycling
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency

We have prioritised our projects in the following way to help us achieve these goals:

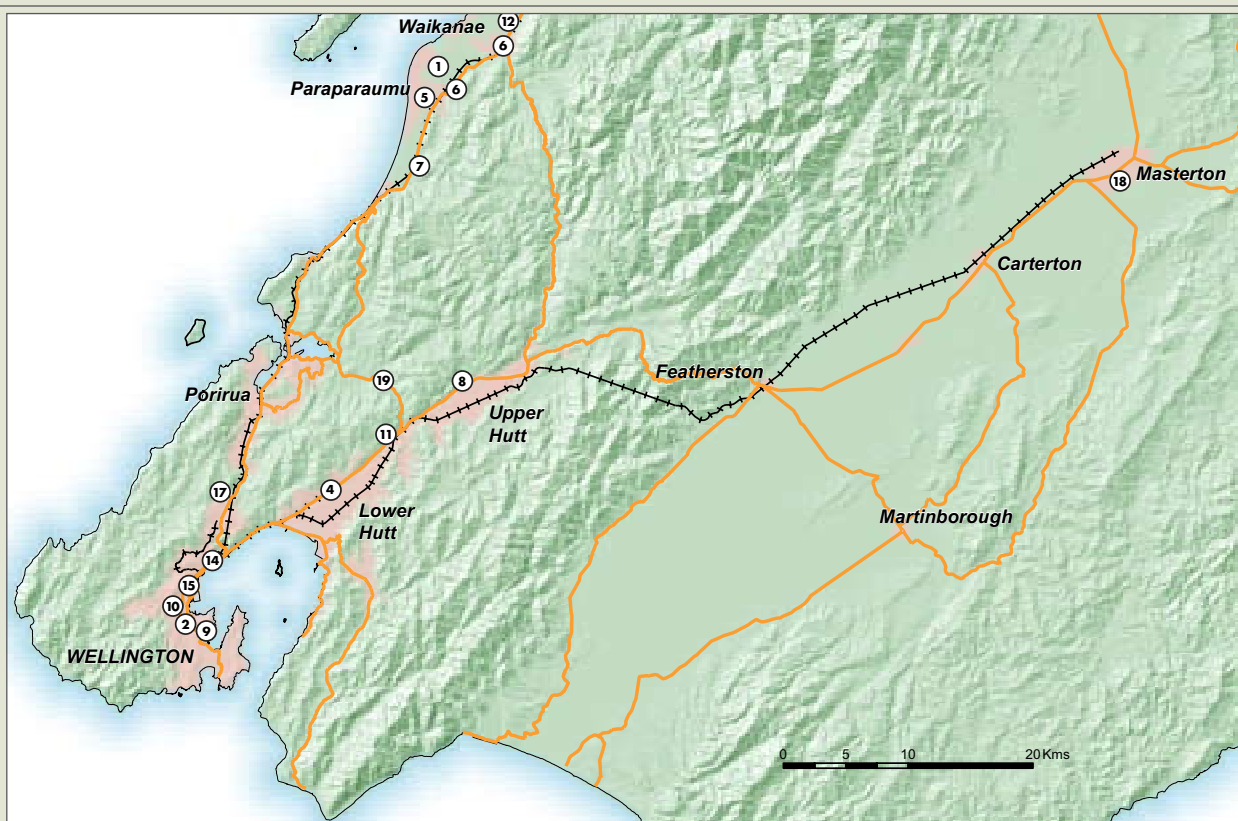
**Our first priority** is to keep the current transport network operating (eg, maintain our state highways and passenger transport networks) and meet our regional transport planning obligations.

**Our second priority** is to do relatively low-cost projects that help us move quickly toward achieving our key outcomes (eg, studies and investigations, promoting walking, cycling and carpooling, minor walking and cycling infrastructure improvements, and the state highway programme of minor works – mainly safety improvements).

**Third priority** projects are high-cost, large new projects proposed for the region. The proposed order of priority of these projects in the first three years is shown in Table 1 on p5. We have given particular regard to road safety and timing of the projects when determining the priority order.

#### LOCATION OF THIRD-PRIORITY PROJECTS THAT COULD START DURING 2009-12

Each number on this map relates to the projects in Table 1 on p5



**Region-wide projects (not shown on map)**

③ Rail scenario package 1

⑬ Bus service improvements

⑯ Rail electronic ticketing

**TABLE 1: THIRD-PRIORITY PROJECTS THAT COULD START DURING THE 2009-12 PERIOD (IN PRIORITY ORDER)**

PRIORITY		PROJECTS	COMMENT	ESTIMATED TOTAL PROJECT COST
1	High	Western Link Road Stage 1 (Waikanae to Paraparaumu) and Ihakara Street Extension Package	Relieves SH1 capacity and safety issues and provides vital local connections	\$91m
2	High	SH1 Basin Reserve Upgrade (includes elements of committed bus lanes improvement package) and Adelaide Road Capacity Improvements (design)	Provides for enhanced passenger transport between Wellington Railway Station and Newtown, relieving congestion on SH1. Reconstruction of Adelaide Road between the Basin Reserve and John Street to provide for high-quality passenger transport in conjunction with planned mixed-use development (WCC)	\$50m
3	High	Package of Rail Network Improvements (RS1)	Includes new trains, double tracking from Trentham to Upper Hutt, railway station upgrades, Park & Ride improvements, network changes to enable reliable frequencies on the urban passenger rail network, and improved capacity and speed for freight	\$241m
4	High	SH2 Melling Interchange and Melling Bridge Package	Addresses safety and capacity issues at Melling and improves access to Hutt city	\$77m
5	High	Western Link Road Stage 3 (Paraparaumu to Raumati) and Southern Connection Package	Relieves SH1 and provides vital local connections	\$82m
6	High	Paraparaumu and Waikanae Station Upgrades	Vital to support the electrification and double tracking to Waikanae project, which is currently underway	\$15m
7	High	SH1 MacKays Crossing to Paekakariki Median Barrier	Reduces accident risk on SH1	\$5m
8	High	SH2 Moonshine to Silverstream Median Barrier	Reduces accident risk on SH2	\$6m
9	High	SH1 Mount Victoria Tunnel Fire Safety	Reduces safety risk on SH1	\$30m
10	High	SH1 Terrace Tunnel Fire Safety	Reduces safety risk on SH1	\$35m
11	High	SH2/SH58 Grade Separation	Addresses safety and capacity issues at the Haywards intersection	\$41m
12	Medium	SH1 Waikanae Grade Separation (Design)	Detailed design of grade separation to address capacity and safety issues at Waikanae	\$45m
13	Medium	Region-wide Bus Service Improvements	Provides for ongoing increases in bus services to meet demand	\$18m
14	Medium	SH1 Ngauranga to Aotea Peak-Period Tidal Flow Lanes and Hutt Road Bus Lanes Package	Enables better distribution of lanes for traffic during peak times on SH1 (will allow faster bus journey times on the Hutt Road)	\$34m
15	Medium	Waterloo Quay Capacity Improvements	Improves access to CentrePort and the ferry terminals	\$13m
16	Low	Rail Electronic Ticketing	First step toward full integrated ticketing (one ticket for buses, trains and harbour ferry)	\$15m
17	Low	Westchester to Glenside Link	Improves access between SH1 and Churton Park development areas	\$8m
18	Low	Masterton Eastern Bypass	Provides an alternative route for heavy traffic to bypass Masterton centre, to accommodate increasing logging truck traffic from large maturing forests to the north-east of Masterton	\$11m
19	Low	SH58 Safety Upgrades (Design)	Detailed design of safety upgrades along SH58	\$40m



**What else is in the RLTP?**

The Regional Land Transport Programme (RLTP) also includes the projects that we expect to include in the next RLTP (2012-15) and those included in the 10-year financial forecast to 2019. These are shown in Tables 2 and 3.

**TABLE 2: PROPOSED LARGE NEW PROJECTS 2012-15**

PROJECTS	COMMENT
SH2 Kennedy Good Interchange	Addresses safety and capacity issues in the vicinity of Kelson and improves access to Hutt city
Bus Service Improvements	Provides for ongoing increases in bus services to meet demand
Grenada to Gracefield Western (new road link between Petone and Grenada)	Provides a vital east to west link between the Western and Hutt corridors. Relieves congestion on SH1 and SH2 and provides new connections to new development areas
SH2 Rimutaka Hill Road Ongoing Upgrades	Improves alignment on the Rimutaka Hill Road to decrease travel times
Transmission Gully Construction	Creates a new route for SH1 from MacKays Crossing in the north to Linden in the south, via a 27km inland route along "Transmission Gully". Addresses congestion and reliability. Provides an alternative route and reduces the impact on local communities  This is the largest project in the programme and is nationally significant. The investigation and preliminary design work for this project is underway with \$80 million of special government funding. Construction is planned after the three years of this RLTP 2009-12  While \$405 million has been committed for part of the construction, the remaining funding (at least \$620 million) has not yet been identified



**TABLE 3: OTHER LARGE PROJECTS IN THE 10-YEAR FORECAST**

PROJECTS	COMMENT
SH2 Upper Hutt Bypass Upgrade	Capacity improvements to address potential growth in Upper Hutt
Grenada to Gracefield Eastern (new road that improves access between Gracefield and SH2)	Continues the east to west link between the Western and Hutt corridors, providing high-quality access to the Seaview/Gracefield commercial area. Relieves congestion on The Esplanade in Petone
Johnsonville Road Capacity Improvements	Improves capacity around the Johnsonville town centre
Western Link Road Stage 2 (Design)	Completes the route between Waikanae (Te Moana Road) and SH1 to the north

The Regional Rail Plan sets out a pathway for the development of the region's rail network over the next 25 years. The first phase is considered essential and has been included to start in the first three years of the programme. The later phases are not currently proposed to commence over the next 10 years but will be reviewed when the next RLTP is prepared in three years time.

*Have your say*

The Regional Transport Committee wants your feedback on the Proposed Regional Land Transport Programme. In particular, the committee is seeking your thoughts on the priority order for state highway projects, public transport and other transport projects for the Wellington region.

### Our planned spend for the next 10 years

The Regional Land Transport Programme (RLTP) includes a 10-year forecast of funding and spending on transport projects in the Wellington region.

The Government has earmarked a range of funding that is likely to be available for the Wellington region. The NZTA has advised that we should aim for a mid-point of this funding range.

The cost of all the projects in the RLTP will be \$5.76 billion (including inflation) over the next 10 years. The NZTA's share of this is \$3.33 billion. The balance is made up from local share (eg, rates) \$1.14 billion and "other" funding \$1.29 billion. The majority of this "other" funding is for the construction of Transmission Gully.

We are looking for funding from the NZTA (as shown by the orange line in Figures 1 and 2). However, the Government's suggested funding range is shown by the blue and grey lines.

FIGURE 1: GOVERNMENT FUNDING RANGE AND OUR FUNDING REQUEST FOR THE WELLINGTON REGION

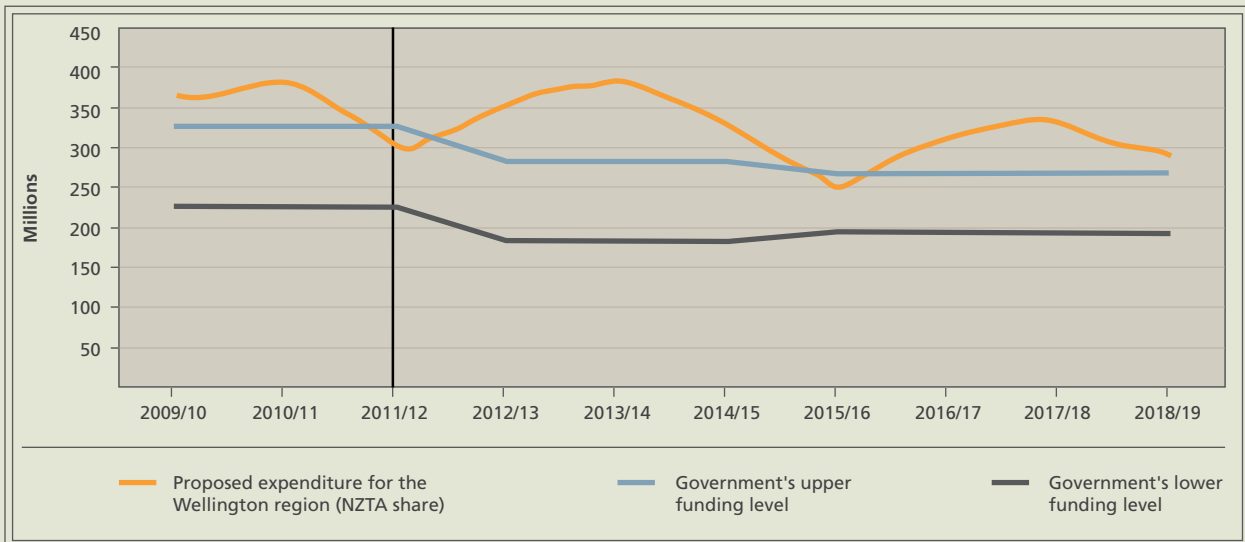
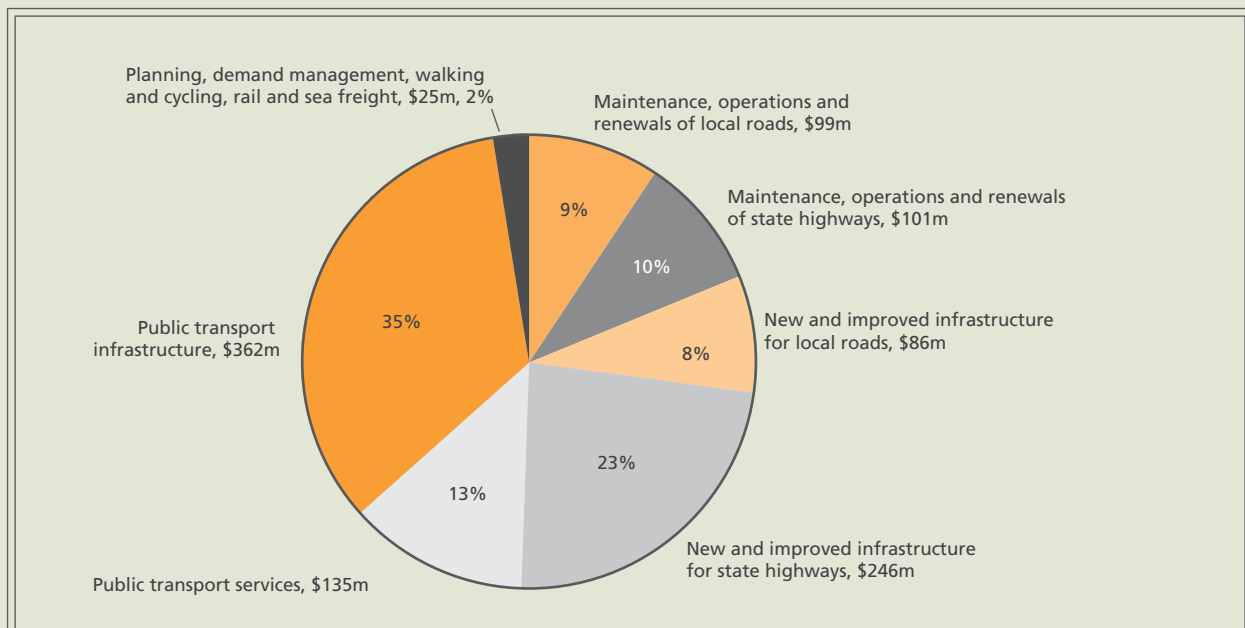


FIGURE 2: NZTA'S SHARE OF THE FUNDING FOR THE NEXT THREE YEARS





## Will everything in the RLTP be funded?

The Regional Land Transport Programme (RLTP) includes projects that have had funding approved, and in many cases are underway, but are yet to be completed. The following table shows the funding for these committed projects, local road maintenance and existing public transport services, along with the proposed funding for first, second and third-priority projects.



**TABLE 4: ESTIMATED THREE-YEAR PROGRAMME COST**

EXAMPLE OF PROJECTS		ESTIMATED COST OVER THREE YEARS
Committed projects	Rail projects (such as new trains, tracks and signal upgrades, and double tracking to Waikanae), bus priority lanes in Wellington city, public transport real-time information, Dowse to Petone Interchange and Muldoons Corner upgrade on Rimutaka Hill Road	\$431m
Local road maintenance and existing public transport	Local road resealing, bridge strengthening, street lighting and minor safety improvements. Bus, train and harbour ferry operations	\$512m
First-priority projects	Maintaining our state highways and passenger transport networks, and meeting our regional transport planning obligations	\$156m
Second-priority projects	Studies, promoting walking, cycling and carpooling, minor walking and cycling improvements, and state highway minor safety improvements	\$62m
Third-priority projects (see Table 1)	High-cost, large new projects such as the Western Link Road, the Basin Reserve Upgrade and the Rail Network Improvement Package	\$195m
	<b>Total</b>	<b>\$1356m</b>
	<b>NZTA share</b>	<b>\$1053m</b>
	<b>Local share</b>	<b>\$303m</b>

Under the GPS indicative funding ranges, some \$850 million is available at the mid-point funding level for the NZTA share over the next three years. This will allow all the committed activities, local road maintenance and existing public transport services to be funded, and there is sufficient funding to allow all first-priority activities and most second-priority activities to proceed. It is unlikely that all the large new third-priority projects we are proposing will be funded. In the worse-case scenario, none of the large new projects would be able to start in the first three years.

Over the full 10 years we will certainly need extra funding for the whole Regional Land Transport Programme to go ahead.

Once the new Government's position is clear on its infrastructure investment programme and transport funding (expected around late March) then the region may need to consider a regional fuel tax to provide additional funding, if this option remains available.

## Have Your Say

The Regional Transport Committee wants your feedback on the proposed Regional Land Transport Programme. In particular, the Committee is seeking your thoughts on the priority order for state highway projects, public transport and other transport projects for the Wellington region.

Submissions on detailed project cost and timing issues for local projects (including matters relating to local road maintenance, renewals and minor capital works) should be made to the relevant local council's 10-year plan.

Submissions on the provision of public transport services should be made directly to Greater Wellington's 10-Year Plan.

### TO VIEW A FULL COPY OF THE REGIONAL LAND TRANSPORT PROGRAMME 2009-12:

- [www.gw.govt.nz/rltp](http://www.gw.govt.nz/rltp)
- Greater Wellington offices:
  - 142 Wakefield Street, Wellington
  - 34 Chapel Street, Masterton
- Public libraries throughout the region
- Request a copy by emailing [info@gw.govt.nz](mailto:info@gw.govt.nz)
- Request a copy by phoning Greater Wellington on 04 802 0357

### GIVE US YOUR FEEDBACK

- Complete this freepost submission form, or
- Online: [www.gw.govt.nz/rltp](http://www.gw.govt.nz/rltp)
- Email: [info@gw.govt.nz](mailto:info@gw.govt.nz)
- Fax: 04 802 0357
- FreePost:
  - RLTP submissions
  - Greater Wellington Regional Council
  - FreePost Authority Number 3156
  - PO Box 11646
  - Manners Street
  - Wellington 6142
- By hand:
  - 142 Wakefield Street, Wellington city
  - next to the Duxton Hotel
  - 34 Chapel Street, Masterton
  - opposite the Departmental building

**NOTE: Please ensure to include your name, address and phone number on your submission and whether you wish to present your submission in person at the hearings.**

Please note that any submission you make may become publicly available if a request for it is made under the Local Government Official Information and Meetings Act 1987. If you are making a submission as an individual, Greater Wellington will consider removing your personal details if you request this in your submission.

**ALL SUBMISSIONS MUST BE RECEIVED BY 5PM FRIDAY 24 APRIL 2009**

### WHAT HAPPENS NEXT?

The Regional Transport Committee will consider all written and oral submissions in May and June before adopting a final RLTP in late June 2009. The final adopted RLTP will support the region's bid for funding assistance from the National Land Transport Programme. The NZTA is expected to make the final decisions about how funding will be allocated in July/August 2009.



# FEEDBACK FORM

## Proposed Regional Land Transport Programme

Have your say

### YOUR DETAILS

Name .....

Organisation (if applicable) .....

Address .....

.....

Phone ..... Email .....

Please include your name, address and phone number in all submissions.

Fold 1 to FreePost

Any submission you make may become publicly available if a request for it is made under the Local Government Official Information and Meetings Act 1987. If you are making a submission as an individual, Greater Wellington will consider removing your personal details if you request this in your submission.

<b>Do you want to present your submission in person?</b>	<b>YES</b>	<b>NO</b>
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If you indicate in your written submission that you would like to be heard, you will be contacted at a later date regarding hearing dates. At this stage it is expected that submissions will be heard in May/June 2009.

**1. Do you support the projects in the Regional Land Transport Programme 2009-12?** **YES** **NO**

What changes would you like made?

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Fold 2 to FreePost

**2. Do you agree with the order of priority given to projects?** **YES** **NO**

What order of priority do you think is appropriate?

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**3. Do you have any comment about the state highway projects?**

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4. Do you have any other feedback about the Regional Land Transport Programme?

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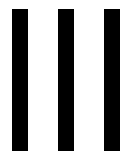
Have your say

# Proposed Regional Land Transport Programme Summary

*Feedback Form*

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FreePost Authority Number 3156



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