

# Greater Wellington Te Upoko o Te Ika a Māui



Greater Wellington relies on 2 road and rail corridors which are vulnerable to earthquakes, flooding and slips, making resilience of the region's network a priority.

Population growth and an at-capacity public transport network is resulting in unreliable journey times, impacting on the movement of freight and people.

The capital has the third largest regional economy in the country, the highest median household income, and is the gateway to the upper North and South Islands. SH1 and SH2 are critical for the movement of people and freight by road and rail, and further work is in progress to address safety, resilience and capacity issues.

There is a strong uptake of public transport and walking and cycling – making up more than 30 percent of all daily journeys to work. Ongoing investment is required to maintain these facilities.

The region's fault lines are at risk of producing large earthquakes. Like most of New Zealand, Greater Wellington is under threat of sea level rise. Increased extreme weather events will impact coastal communities, roads and rail infrastructure. Safety and resilience of the roading and rail network are challenges to contend with in coming years.

## Economic growth and productivity

Several large-scale state highway projects have opened during the last 3 years, including the Transmission Gully Motorway and Peka Peka to Ōtaki Expressway to support the region's and wider economy. Two Roads of National Significance in the 2024-27 NLTP are the next key projects to be progressed to keep people and freight moving.

## Roads of National Significance (RoNS)

The GPS proposes 2 RoNS as strategic corridors to support economic growth and productivity in the region. We've included the following RoNS in this NLTP.

- **Petone to Grenada Link Road and the Cross Valley Link** project development will:
  - unlock land for housing
  - improve resilience
  - support economic growth.
- SH1 from Wellington CBD to the airport including a **second Mount Victoria Tunnel and Basin Reserve upgrade** will:
  - reduce congestion
  - improve safety
  - support housing development
  - boost economic growth.

**\$3.3 billion**

Forecast total investment

**\$337 million**

Forecast maintenance operations

**\$331 million**

Forecast pothole prevention

**\$1.1 billion**

Forecast improvements

**\$1.3 billion**

Forecast public transport

## Roads of Regional Significance (RoRS)

- Crown-funded **SH2 Melling Transport improvements** will deliver a new grade-separated interchange, new river bridge, and replacement train station, providing safer and more efficient access to central Lower Hutt. Integrated with the wider **Te Wai Takamori o te Awa Kairangi** programme where councils are delivering city centre improvements and flood protection.
- **SH58 Safety Improvements** complete stage 2 of the Crown-funded SH58 safety improvements. The project includes new median and side barriers, roundabouts making local access easier and safer, and major reconstruction of the road to be completed at the same time as other improvements.

## Other improvements

- Work will continue on the **Ngā Ūranga ki Pito-One (Ngāūranga to Petone)** section of Te Ara Tupua which will contribute to safer commuter cycling along SH2 while also improving resilience of the corridor.
- Hutt City Council will make improvements to local roads around the Melling RoRs improvements.
- Porirua City Council will make local road improvements near the Kenepuru interchange with Transmission Gully.

## Increased maintenance and resilience

### Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

### State highways

- \$162 million will be invested this NLTP period maintaining state highway assets.
- \$116 million is ringfenced for state highway pothole prevention. This \$278 million investment includes 138 lane kilometres of works:
  - 32kms of chipseal.
  - 13kms of rehabilitation.
  - 10kms of structural asphalt.
  - 83kms of asphalt resurfacing.

### Local roads

With road controlling authorities in Greater Wellington we'll invest a total of \$391 million over this NLTP period

- \$176m will be invested in operations.
- \$215m is ringfenced for local road pothole prevention.

### Resilience

- The region relies heavily on 2 north-south road and rail corridors which are susceptible to natural events. There is the need to build greater resilience into the network.
  - We'll investigate potential resilience improvements along **SH1 Ngāūranga Gorge**.

- We'll continue resilience work on **SH2 Melling Transport Improvements**, including a new river bridge which is required as part of wider Te Awa Kairangi stopbank upgrades, to better protect Lower Hutt, and the highway, from flooding. Riverlink in Lower Hutt improves flood protection while also contributing to economic growth, freight and walking and cycling. \$47 million will be invested in local road connections this NLTP period.
- A retaining wall will be strengthened on Chaytor Street in Wellington to build greater resilience into the route in the event of an earthquake or extreme weather.

## Rail

- **Lower North Island Rail Integrated Mobility (LNIRIM)** project. To 2030, \$802.9m of Crown funding for integrated electric/battery/diesel trains in the lower North Island will increase capacity and reduce travel times. The trains can run reliably on all parts of the network by using the most appropriate fuel. Wellington has an electrified network through to Waikanae and Upper Hutt, and can run on battery through to Palmerston North and Masterton with diesel as a back-up.
- We'll reduce the risk of storm damage to rail and road along the harbour's edge by SH2 as part of the **Ngā Ūranga ki Pito-One (Ngāūranga to Petone) section of Te Ara Tupua** construction. The rail corridor is a critical part of the transport system carrying tens of thousands of Hutt Valley and Wairarapa commuters.

- Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

### Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this funding period.

### Safety

Our increased investment in maintenance and renewals will improve safety across the network, helping to reduce death and serious injuries.

### Commercial Vehicle Regional Safety Centre (CVSC)

Construction of a CVSC on SH1 Mackays Crossing will be completed during this NLTP. CVSC will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.


### Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Greater Wellington this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.



Large scale state highway projects in Greater Wellington continue with 2 RoNS in 2024-27

# Greater Wellington

Te Upoko o Te Ika a Māui

## Key projects 2024-27

