



Western Corridor Plan

Adopted April 2006

Quality for life





greater WELLINGTON
REGIONAL COUNCIL

Western Corridor Plan

Adopted April 2006

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Western Corridor Plan: Otaki to Ngauranga Merge

This corridor generally follows the line of State Highway 1 and the North Island Main Trunk Railway from Otaki to Ngauranga. It includes connections to adjacent corridors.

The Western Corridor Plan was adopted in April 2006, following a consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Western Corridor from Ngauranga to Otaki, State Highway 1 and the North Island Main Trunk railway line will provide a high level of access and reliability for both passengers and freight travelling both within and through the region in a way which recognises the important strategic regional and national role of this corridor. These primary networks will be supported effectively by local and regional connector routes. A high quality rail service will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Traffic congestion on State Highway 1 will be managed at levels that balance the need for access against the ability to fully provide for peak demands due to community impacts and cost constraints. Maximum use of the existing network will be achieved by removal of key bottlenecks on the road and rail networks. Effective safety measures on the road and rail networks will ensure that no one is killed or injured as a result of network deficiencies when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Serious reliability, resilience and congestion problems for both rail and strategic roads
- Safety issues
- Growing population and transport demand
- The community's clear message that the current uncertainty of transport plans is unacceptable
- The need for a long term strategic solution for this corridor.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations for a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with Travel Demand Management.

Western Corridor Plan overview

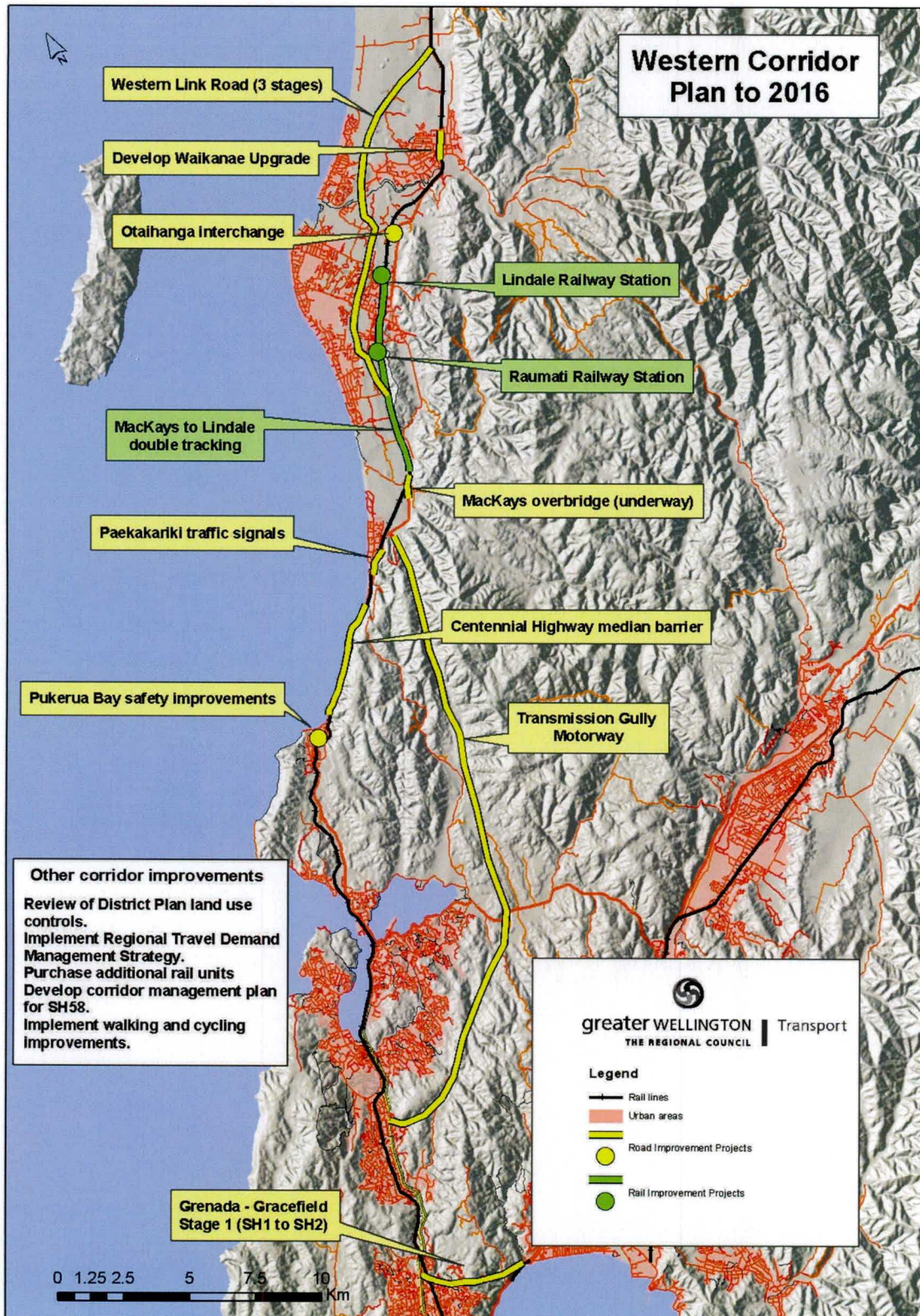


Figure 1: Western Corridor planned improvements to 2016

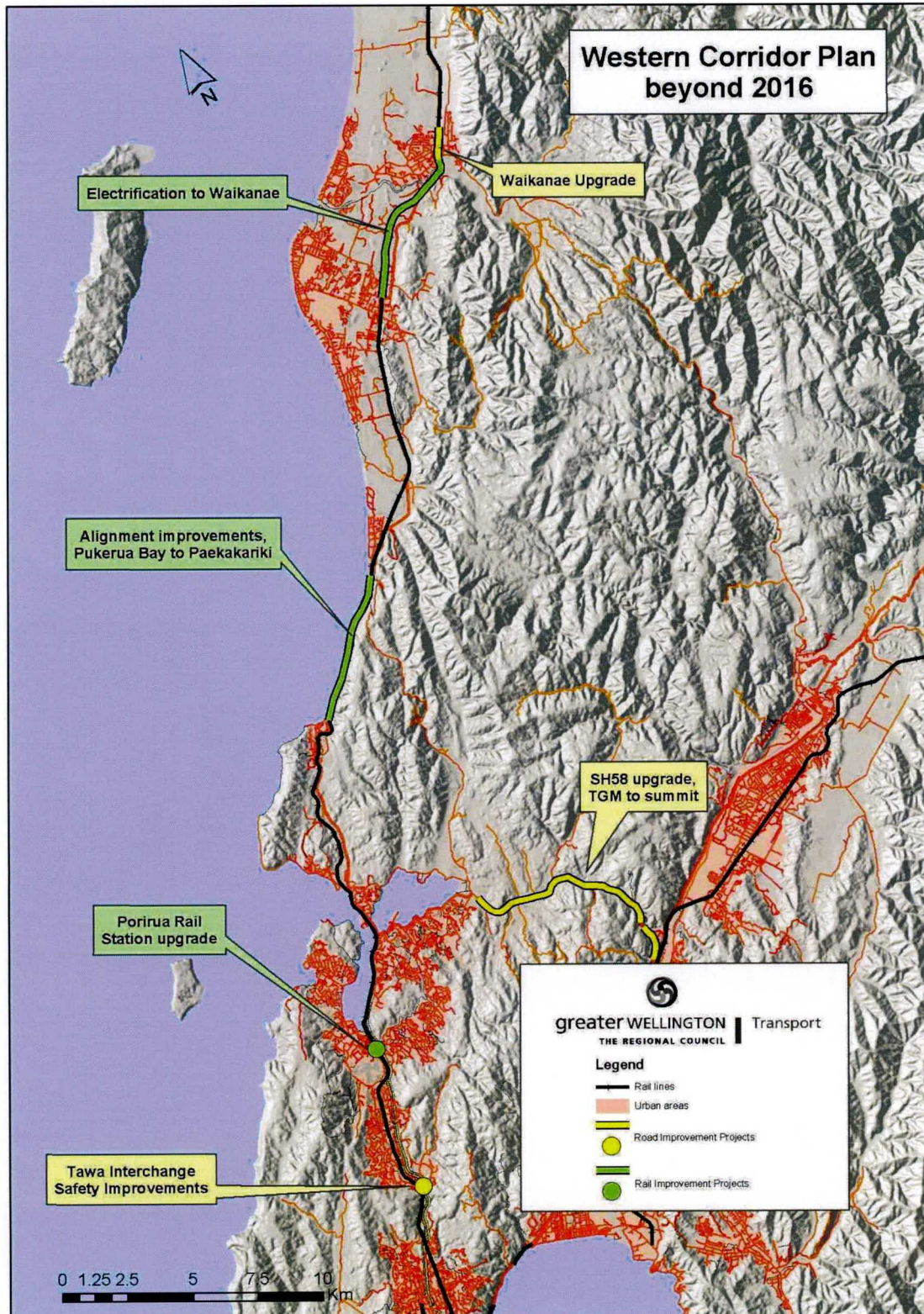


Figure 2: Western Corridor planned improvements beyond 2016.

Land use integration

The following actions reflect the views and actions committed to through the Wellington Regional Strategy Process. It should be noted that the Regional Policy Statement (RPS) is the

principle mechanism to direct land use planning in a way that supports a sustainable transport network. These actions will therefore be further advanced as a result of the completion of the RPS review which is currently underway.

Land use integration: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy, particularly in the vicinity of the junction of TGM and SH58	PCC	Commence review following TGM and WRS decisions	Administrative	L (PCC)	Review complete by Dec 2007	Review reported to PCC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	KCDC	Commence review following TGM and WRS decisions	Administrative	L (KCDC)	Review complete by Dec 2007	Review reported to KCDC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	WCC	Commence review following TGM and WRS decisions	Administrative	L (WCC)	Review complete by Dec 2007	Review reported to WCC

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Develop and implement ATMS and HOV proposals	Transit (lead) PCC KCDC	To commence 2006/07	\$5M	N	Proposals implemented by 2008/09	Proposals implemented

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Establish Lindale Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2009/10	\$10M	R & C	Open by 2009/10	Station open
Establish Raumati Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2008/09	\$5M	R & C	Open by 2008/09	Station open
Establish double track from MacKays to Lindale	GWRC (lead) ONTRACK	To open by 2011/12	\$62M	R & C	Open by 2011/12	Track open
Purchase additional rail units	GWRC	By 2011/12	\$40M	R & C	Operating by 2011/12	Units operating

GWRC is currently undertaking detailed investigations to implement the objective of providing a 15 minute peak train service

frequency on the Paraparaumu Line. The outcome of the study may advance some of the timings in the previous table.

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Improve rail alignment between Pukerua Bay and Paekakariki	ONTRACK	Beyond 10 years	To be determined	To be determined	Not applicable	Not applicable
Upgrade Porirua Rail Station	PCC	Beyond 10 years	\$10M	L (PCC)	Not applicable	Not applicable
Extend electrification to Waikanae	GWRC (lead) ONTRACK	Beyond 20 years	To be determined	To be determined	Not applicable	Not applicable

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Proceed with geotechnical work on Transmission Gully to address cost risk issue	Transit	2006/07	Included in TGM estimate	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Develop a corridor management plan for SH58 east of Pauatahanui consistent with the RLTS	Transit (lead) PCC HCC UHCC	2006/07	Allowed for in draft State Highway Forecast 2006/07	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Undertake all necessary preparatory work to ensure Transmission Gully Motorway (TGM) can be built as soon as practicable	Transit	From 2006/07	Included in TGM estimate	C3 & C4	Preparations complete by 2010/11	Preparations completed
Construct TGM, as a multi-lane, median-divided road, tolled if necessary.	Transit	From 2011/12	\$955M	C1 C3 Toll funded loan Other loan	Open by 2015/16	Road completed
Install a median barrier along the coastal section of Centennial Highway	Transit	From 2006/07	\$17M	N	Barrier installed by 2007/08	Barrier installed
Construct Western Link Road stage 1	KCDC (lead) Transit	Progressively developed and opened up to 2011/12	\$107M	N C2 L (KCDC)	Fully open by 2011/12	Road completed
Construct Western Link Road stage 2	KCDC (lead) Transit	Progressively developed and opened up to 2013/14	\$42M	N C2 L (KCDC)	Fully open by 2013/14	Road completed
Implement safety improvements in Pukerua Bay	Transit (lead) PCC	From 2006/07	\$2M	R	Safety improvements complete by 2007/08	Improvements completed
Construct Western Link Road stage 3	KCDC (lead) Transit	Progressively developed and opened up to 2009/10	\$19M	N C2 L (KCDC)	Fully open by 2009/10	Road completed
Develop the Waikanae upgrade project	Transit (lead) KCDC	Commence development 2011/12	To be determined	C2	Development underway	Progress reported to RLTC
Develop and construct Otaihangā interchange	Transit (lead) KCDC	To open 2015/16	\$35M	C1	Open by 2015/16	Interchange completed

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Install traffic signals at SH1/Paekakariki	Transit	2006/07	\$1M	R	Signals operating by June 2007	Signals operating
Investigate opportunities to incorporate Tawa Interchange upgrade in the scope of the Gracefield – Grenada project	Transit (lead) WCC	Project development to commence from 2006/07	To be determined	N	Study complete by June 2008	Reports considered by relevant Authorities and RLTC
Design, obtain consents and construct Grenada to Gracefield link stage 1	Transit (lead) WCC HCC	Project development to commence from 2006/07	\$180M	C2 L	Construction complete by 2014/15	Road completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Commence construction of the Waikanae upgrade project	Transit (lead) KCDC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
If appropriate, upgrade Tawa interchange to address safety issues	Transit	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Ensure appropriate opportunities are taken to include walking and cycling improvements into all projects	RCAs	Ongoing	To be determined	Included in project budgets	Walking and cycling infrastructure demonstrably improved	Progress reported to RLTC
Investigate inclusion of walking and cycling safety works on current coastal route consistent with the present and future function of the road	Transit (lead) PCC KCDC	2006/07	To be determined	Administrative	Reported to authorities by December 2006	Progress reported to RLTC



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Hutt Corridor Plan

Adopted December 2003

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Hutt Corridor Plan: Upper Hutt to Ngauranga Merge

The Hutt Corridor follows State Highway 2 and the Wairarapa railway line from Ngauranga through to Upper Hutt. The Hutt Corridor Plan was adopted in December 2003 following a

consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Hutt Corridor from Ngauranga to Upper Hutt, State Highway 2 and the Wairarapa railway line will provide a high level of access and reliability for both passengers and freight. These primary networks will be supported effectively by local and regional connector routes. High quality rail and bus services will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Maximum use of the existing road network will be achieved through measures giving priority to buses and addressing severe traffic congestion. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Effective safety measures on the road and rail networks will ensure that no one is killed or injured when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Low population growth in the Hutt Valley
- Continued employment in Wellington CBD for people living outside of Wellington City
- Slow down in manufacturing regionally
- Peak period road congestion
- Inadequate peak frequency levels of passenger rail in the Hutt Valley
- Increase in freight movements across the Hutt Valley, particularly near or in residential areas
- Increase in journeys for recreation and shopping
- Poor local access in and out of the Hutt Valley

- Lack of direct passenger rail access to the Lower Hutt Central area
- Growing need for improved roads to meet increases in tourism.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations of a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with travel demand management.



Hutt Corridor Plan overview

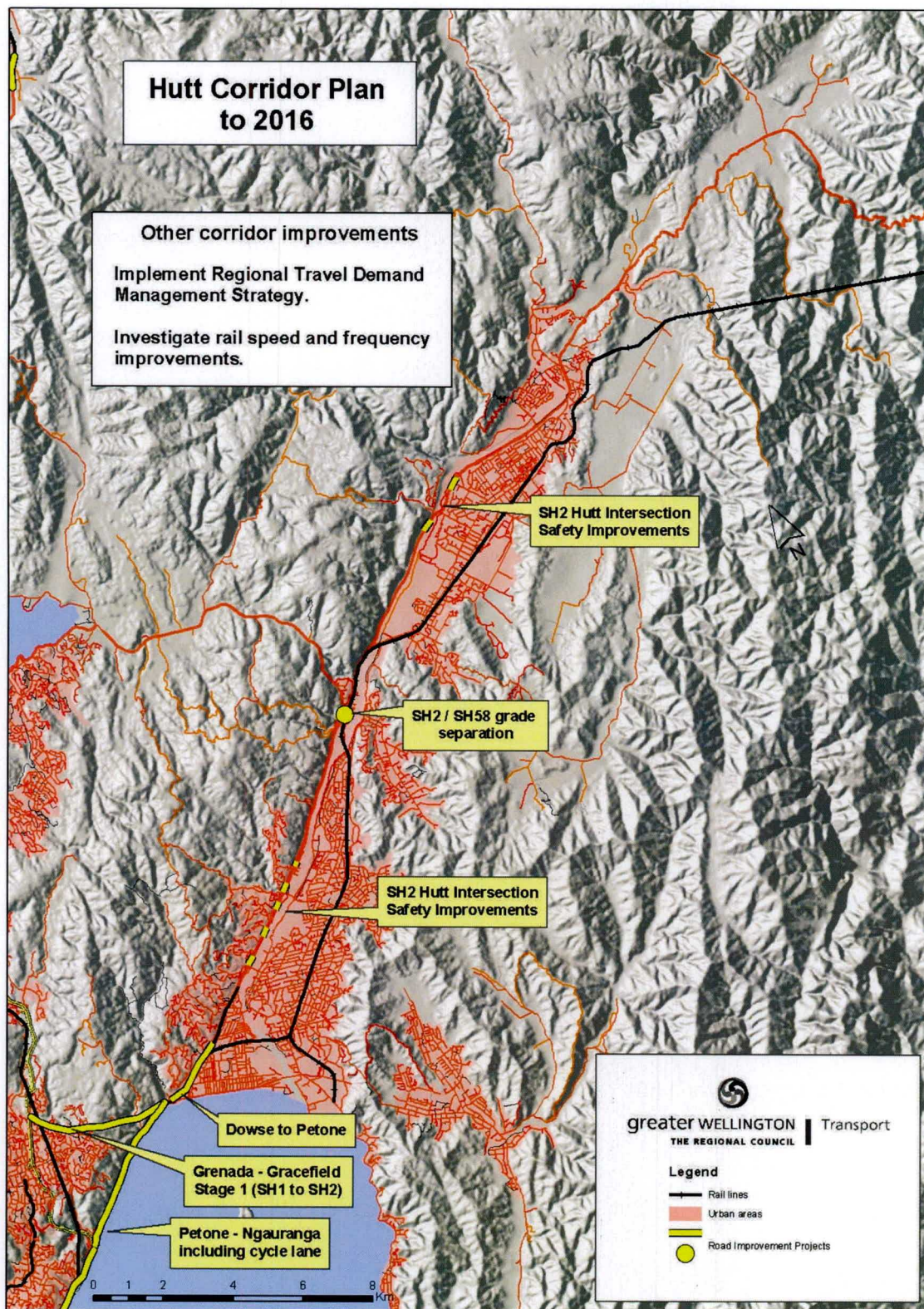


Figure 1: Hutt Corridor planned improvements to 2016.

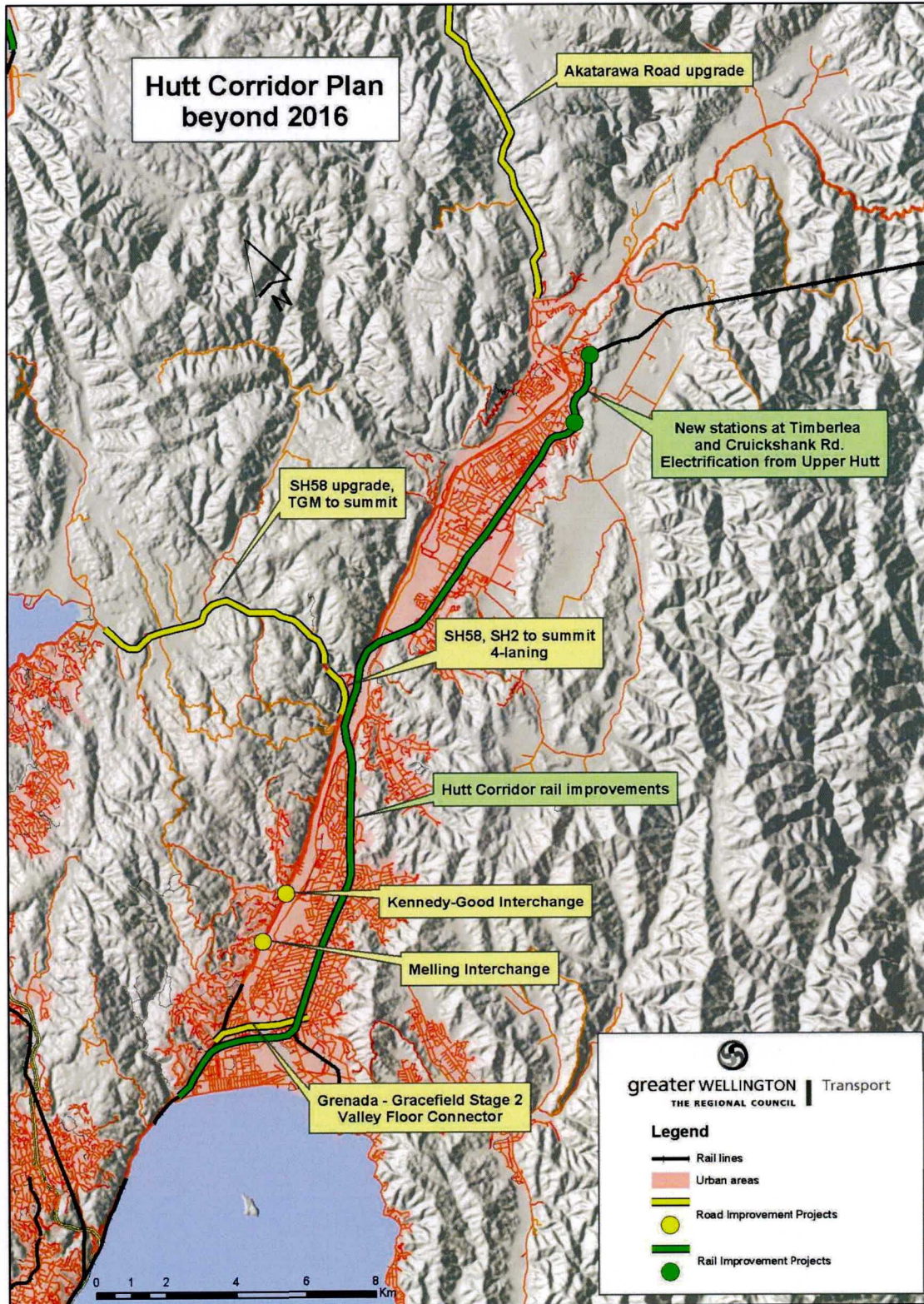


Figure 2: Hutt Corridor planned improvements beyond 2016.

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Investigate the provision of a reversible HOT lane between Petone and Ngauranga.	Transit (lead) GWRC	As soon as possible	To be determined	R	Complete investigation by 2007/08	Investigation completed
Construct a reversible HOT lane between Petone and Ngauranga	Transit (lead) GWRC	To commence 2010/11	\$60M	R	Construct HOT lane by 2012/13	Construction completed

Note: Further investigation of roading improvements between Ngauranga – Petone and Grenada – Gracefield needs to be undertaken as soon as possible to determine an appropriately coordinated package.

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Investigate increasing Upper Hutt - Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes	GWRC (lead) ONTRACK	Underway	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2008/09	Review reported to GWRC
Investigate increasing Melling line rail frequency at peak and interpeak periods, especially extending the evening peak service	GWRC	2010/11	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2010/11	Review reported to GWRC

- Notes: (i) All proposals to improve rail services assume a continuous programme of improvements to rolling stock, park and ride facilities, bus feeder services, integrated ticketing, real time information and other measures.
(ii) A trial of bus services between Petone and Upper Hutt was undertaken between 2001 and 2003. The service was discontinued due to lack of patronage.
(iii) There is a need to evaluate and determine the most appropriate connections between Hutt CBD and the public transport network in conjunction with the development of the proposed Melling/SH2 interchange (roading project).

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Implement increasing Upper Hutt – Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes where appropriate	GWRC (lead) ONTRACK	Beyond 10 years	To be determined	To be determined	Improvements completed	Operating speed and frequency increased
Design and implement extension of electrification and services northward beyond Upper Hutt, including new stations at Timberlea and Cruickshank Road.	GWRC (lead)	Beyond 10 years	To be determined	To be determined	Extension of services complete	Progress reported to GWRC

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Develop an implementation plan for Grenada to Gracefield links and the Petone – Ngauranga reversible HOT lane	Transit (lead) GWRC HCC WCC	As soon as possible	To be determined	C2 L (GWRC, HCC, WCC)	Complete implementation plan by 2007/08	Implementation plan completed
Construct SH2 Dowse – Petone interchange	Transit (lead) HCC	To commence 2007/08	\$73M	N	Open by 2008/09	Improvements completed
Design and construct SH2/SH58 grade separation	Transit (lead) HCC UHCC	To commence 2007/08	\$37M	C1	Open by 2011/12	Improvements completed
Investigate and construct a link road between Grenada and Petone (Stage 1 of Grenada – Gracefield)	Transit (lead) HCC WCC	Stage 1 investigation to continue from 2006/07	\$180M	C2 L (WCC)	Open by 2014/15	Road completed
SH2 intersection safety improvements (north of Melling and River Road)	Transit (lead) HCC UHCC	To commence 2007/08	\$10M	N	Improvements complete by 2011/12	Safety improvements completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Construct a link road between Petone and Gracefield (Stage 2 of Grenada – Gracefield)	Transit (lead) HCC	Stage 2 to commence beyond 10 years	\$60M	To be determined	Road opened	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
Monitor and investigate the optimal connections of SH2 at SH58 and Silverstream intersections to the local road network including a possible direct connection to Stokes Valley by a new bridge across the Hutt Valley. Construct the preferred option as funds are available	HCC (lead) UHCC TNZ	Beyond 10 years	To be determined	To be determined	n/a	n/a
Design and construct an appropriate interchange at the Melling / SH2 intersection	Transit (lead) HCC	Beyond 10 years	\$68M	To be determined	Upgrade completed	Progress reported to RLTC
Construct the Kennedy Good Bridge – SH2 interchange	Transit (lead) HCC	Beyond 10 years	\$21M	To be determined	Upgrade completed	Progress reported to RLTC
Construct Akatarawa Road upgrade	UHCC KCDC	Beyond 10 years	\$20M	To be determined	Upgrade completed	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Scope and design a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line	Transit (lead) HCC WCC	Underway	To be determined	N	Review complete by 2006/07	Review reported to RLTC
Construct a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the railway line. This is a requirement before the improvements on SH2 between Petone and Ngauranga can be completed	Transit TA's	As soon as possible	To be determined	To be determined	Construction complete	Facility open for use

Note: The above actions need to be coordinated with the design of the HOT lane between Petone and Ngauranga.

12



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Adopted July 2010

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Wairarapa Corridor Plan

This multi-modal corridor follows State Highway 2 from north of Te Marua, Upper Hutt, over the Rimutaka Hill through to Mount Bruce north of Masterton; and the Wairarapa railway line from north of Maymorn, Upper Hutt through to Masterton; and includes State Highway 53 between Featherston and Martinborough.

Introduction

There are many significant factors that influence travel in the region, and in Wairarapa. There is some uncertainty as to the outlook for some of these factors. Therefore this Plan has been developed to commit to short term measures that address pressing needs and to signal the likely changes needed to address longer term requirements. The timing of longer term measures will be reviewed as significant trends become evident.

Key transport pressures

Population Growth

The population of Wairarapa is about 40,000 and has been relatively static over the last decade. According to Statistics New Zealand estimates, the projections for 2031 for the whole of Wairarapa range from an additional 3,200 people in the high scenario, to a decline in population of 4,500 in the low scenario. The medium scenario sees no significant change in population. However, the population is aging and the number of households and rateable properties is increasing. This is likely to affect the demand for transport even with a relatively static population growth.

Economic Growth

Both employment and economic growth are expected to be fairly static over the next 20 years. Projections to 2026 under a historical scenario suggest a growth rate of 0.8% per annum¹.

Primary and manufacturing industries are likely to remain key economic drivers in Wairarapa, however the growth is likely to occur mostly in the accommodation, café and restaurant areas. This increase in tourism sector means more visitors to Wairarapa with associated pressure on the transport network, particularly at weekends and during special events.

Freight Growth

Freight movements are expected to double in the Wellington region by 2031². In Wairarapa, a significant growth in forestry and timber products is expected from 2015 onwards³ and this will result in associated increases in freight movement, placing pressure on the transport network. The mode share for freighting logs and wood chips is currently 94% by road and 6% by rail. The need to move a greater proportion of log freight by rail is therefore a significant issue for this transport corridor.

Car Ownership and Use

Research shows that the region's level of car ownership has been increasing steadily for decades, with ownership rates in Wairarapa higher than the rest of the region. This is strongly related to people's need to travel for work, social and recreational purposes. For Wairarapa in particular, it is not realistic for public transport to serve many trips and there is a need to ensure the community's requirements for accessing what they need by private vehicle transport are reasonably provided for. Volatile fuel prices and the availability of alternative fuels or electric vehicles will also affect demand for private vehicle use.

1 BERL (November 2008) Economic profile and projections for the Wairarapa region.

2 Ministry of Transport (2008) National Freight Demands Study.

3 Ministry of Agriculture and Forestry (2008) Central North Island Wood Availability Forecast.

Current transport trends

- Road traffic volumes are slowly but steadily increasing on State Highway 2 and 53.
- On a daily average, around 5,000 vehicles (of which 300 are heavy vehicles) travel over the Rimutaka Hill Road. However, on weekends when major events occur the number of vehicles can exceed 10,000 per day.
- Heavy commercial vehicle volumes are generally showing an increase, although a drop off in 2008 may be attributed to the current economic recession.
- Road safety trends are getting worse, as is the case with the rest of the region, with Wairarapa often over-represented in some statistics.
- Cyclist and motorcyclist crash rates are getting worse, with these vulnerable road users over-represented compared with the rest of the region – particularly cyclists in Masterton.
- Masterton has the highest cyclist journey to work mode share in the region (3.7% in 2006).
- The Wairarapa areas have the highest proportion of journey to work trips made by walking in the region after Wellington City.
- Patronage on Wairarapa rail and bus services has been steadily increasing over recent years.
- 91% of journey to work trips made by Wairarapa residents were within Wairarapa⁴. However there is an increasing trend for people who live elsewhere in the region to have a second home or 'weekend retreat' in Wairarapa with associated weekend trip making.
- Wairarapa has the highest proportion of people who work from home (13% in 2006) compared with other parts of the Wellington region.

This plan defines a number of packages for improvements to the transport network within the Wairarapa Corridor to respond to the current trends and key pressures as identified above.

Immediate priorities

The immediate priorities for this corridor are:

- Improving the safety and reliability of State Highway 2 and 53, and the adjacent local road network to minimise the contribution of road network deficiencies to road crash casualties.
- Improving walking and cycling networks and facilities, with an emphasis on safety improvements in urban areas, particularly in and around Masterton, and on key cycling routes between townships.
- Providing a safe, efficient and reliable road and rail network for key tourism and freight routes through the corridor.
- Supporting the transfer of freight from road to rail wherever practical, including the need to address current infrastructure and rolling stock constraints between Wairarapa and ports.
- Maintaining, and improving where practicable, the current level of service provided by public transport to / from and within Wairarapa.
- Continuing a programme of travel demand management measures relevant to the relatively rural character of this corridor - to reduce the number of car trips (particularly sole occupant to work) and encourage alternatives such as commuting by train, walking, cycling, car pooling, telecommuting, and working from home.

⁴ NZ Statistics – Census data 2006.

Strategic Context

The long term vision for this corridor described in the RLTS 2007-2016 is:

The local road network will provide local access to the State Highways and the rail network, which in turn will connect these areas with the Wellington City CBD and other regional centres. Basic, but reliable, local passenger transport (and Total Mobility) services will be easily accessible.

The key outcome for the corridor, identified in the RLTS is – *A safer, more reliable road and rail corridor.*

The RLTS also contains the following region wide strategic outcomes:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency.

The following inter-regional outcome is proposed as part of the 2010 RLTS update:

- Improved safety, efficiency and reliability of strategic road and rail links to the north.

What we plan to do

Road safety and road network management

NZTA together with Masterton, Carterton and South Wairarapa District Councils will carry out road network improvements on State Highway 2, State Highway 53 and adjacent local roads including safety improvements, intersection upgrades, bridge replacements, and seal extensions. The plan also calls for partner agencies to advocate for improved connections to Palmerston North via the Pahiatua Track and for targeted safety improvements for motorcyclists.

Freight

The plan recognises the need to accommodate an expected doubling of freight movement generally, and a potential 'wall of wood' as a result of significant increases in total log production and associated freight.

Over the first ten years of the plan, measures include, advocating for and working with key organisations to support shifting log freight onto rail where practical, supporting the development of a log transfer station at Waingawa, reviewing the likely impact of freight growth on the state highway network, a heavy vehicle bypass east of Masterton, and consideration of other potential heavy traffic bypass routes. Road network improvements on Rimutaka Hill Road will also be important as heavy vehicle volumes increase.

Walking and cycling

The plan aims to improve the level of service for walking and cycling through implementation of the relevant initiatives in the regional walking and cycling plans. It largely relies on local councils developing and implementing programmes to improve their local networks and NZ Transport Agency and local councils ensuring adequate shoulder widths and quality are provided for cyclists on state highways and open roads.

The plan supports upgrade of the Rimutaka Rail Trail to provide a safe option for cyclists between Upper Hutt and Featherston, with the aim of removing the need for cyclists to use the Rimutaka Hill Road.

Wairarapa Corridor Plan

The plan also identifies several intersection locations on State Highway 2 in Masterton which have been subject to high cyclist crash rates, where safety improvement works are to be progressed.

Passenger transport

Greater Wellington is the primary agency responsible for the provision of passenger transport services throughout the region. Greater Wellington has recently implemented a number of improvements to Wairarapa's passenger transport services including new Wairarapa rail carriages, station upgrades, park and ride improvements and improved bus services and connections.

Six additional rail carriages are expected to be available for use on Wairarapa rail services over the next few years, which will provide additional capacity. Greater Wellington will also carry out another public transport service review for Wairarapa in 2011. This review will include consideration of things like train timetable and capacity issues, how services might be provided for sports and other events, improving bus and train connections, and issues around carriage of bikes on trains/buses. In addition, Greater Wellington will continue to look for opportunities to improve park and ride facilities at Wairarapa railway stations.

Advocacy to KiwiRail for newer locomotives to be used for passenger services on the Wairarapa line is also identified. This is to ensure greater reliability of Wairarapa train services.

Travel demand management

While managing travel demand has a lesser significance in this corridor than the other transport corridors in the region due to lesser traffic volumes and very little congestion, there are still appropriate measures that encourage efficient transport or access choices to contribute to regional objectives and outcomes relating to affordability, economic growth, fuel use, CO₂ emissions, and health and wellbeing.

The main areas of potential in Wairarapa are around uptake of school travel planning, walking and cycling for short trips, tools like the 'Lets Carpool' programme, and technologies that enable working from home or reduced travel such as access to fast broadband services.

The relevant measures in the region wide Travel Demand Management (TDM) Plan (October 2009) will be implemented by all agencies. Access to technology and communications such as fast broadband can lead to a reduced need to travel. The plan therefore includes an action for all agencies to support the roll out of the government's Rural Broadband Initiative in Wairarapa.

Measures within the corridor

This section of the corridor plan defines a number of measures for improvements to the transport infrastructure within the corridor. The measures have been grouped into those that should be completed over the next ten years, and longer term measures that should be developed over the next ten years and then programmed to be implemented as conditions and funding allows. Timing has taken account of the 'immediate priorities' set out above.

Funding for the measures will normally be a mix of national and local sources. Larger projects may also require funding from the regional and crown funding sources. Funding sources are determined through the Regional Land Transport Programme and National Land Transport Programme in accordance with the requirements of the Land Transport Management Amendment Act 2003 (as amended in 2008).

Wairarapa Corridor Plan

Overview diagrams

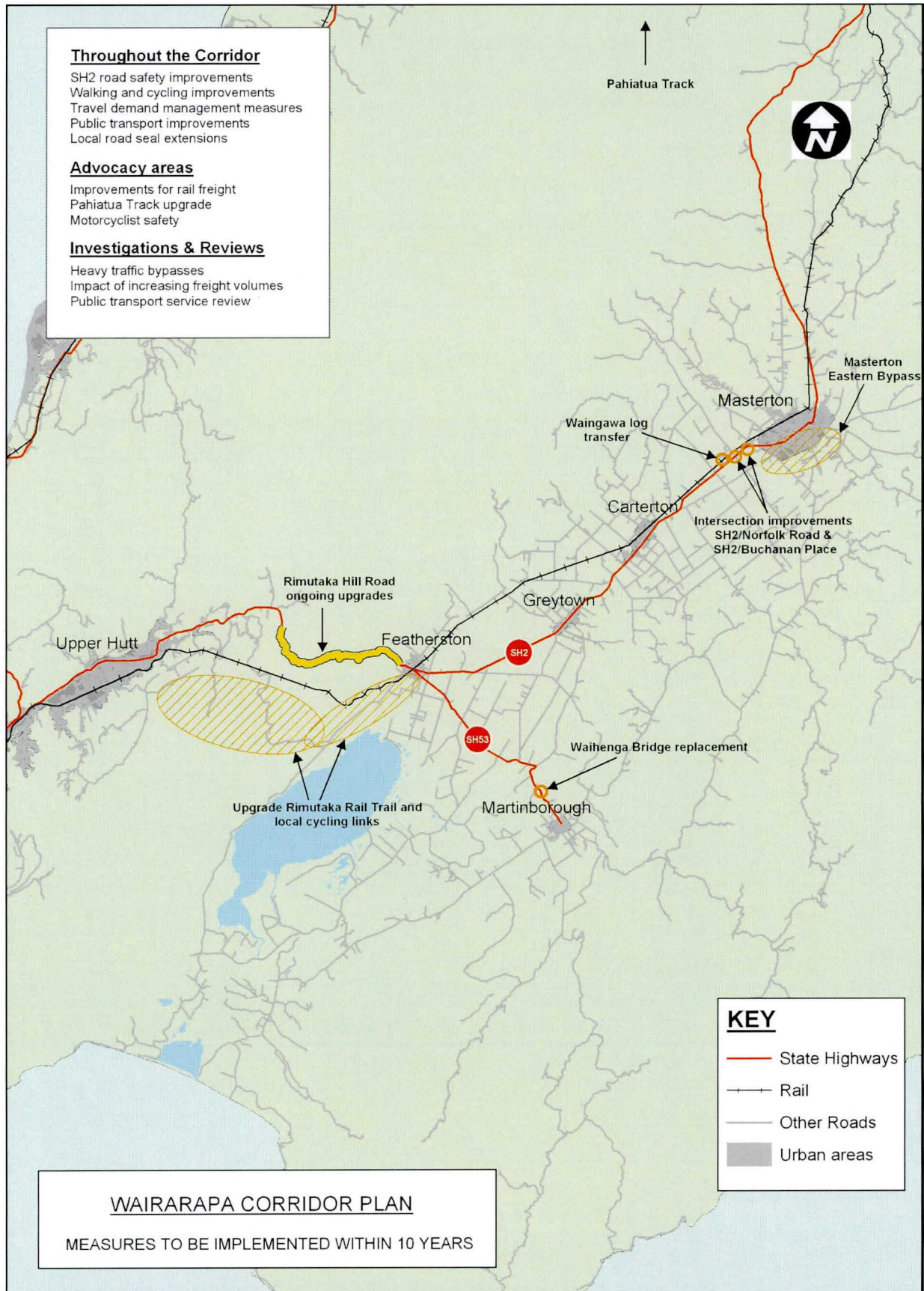


Figure 1: Wairarapa Corridor - Measures to be implemented within 10 years.

Wairarapa Corridor Plan

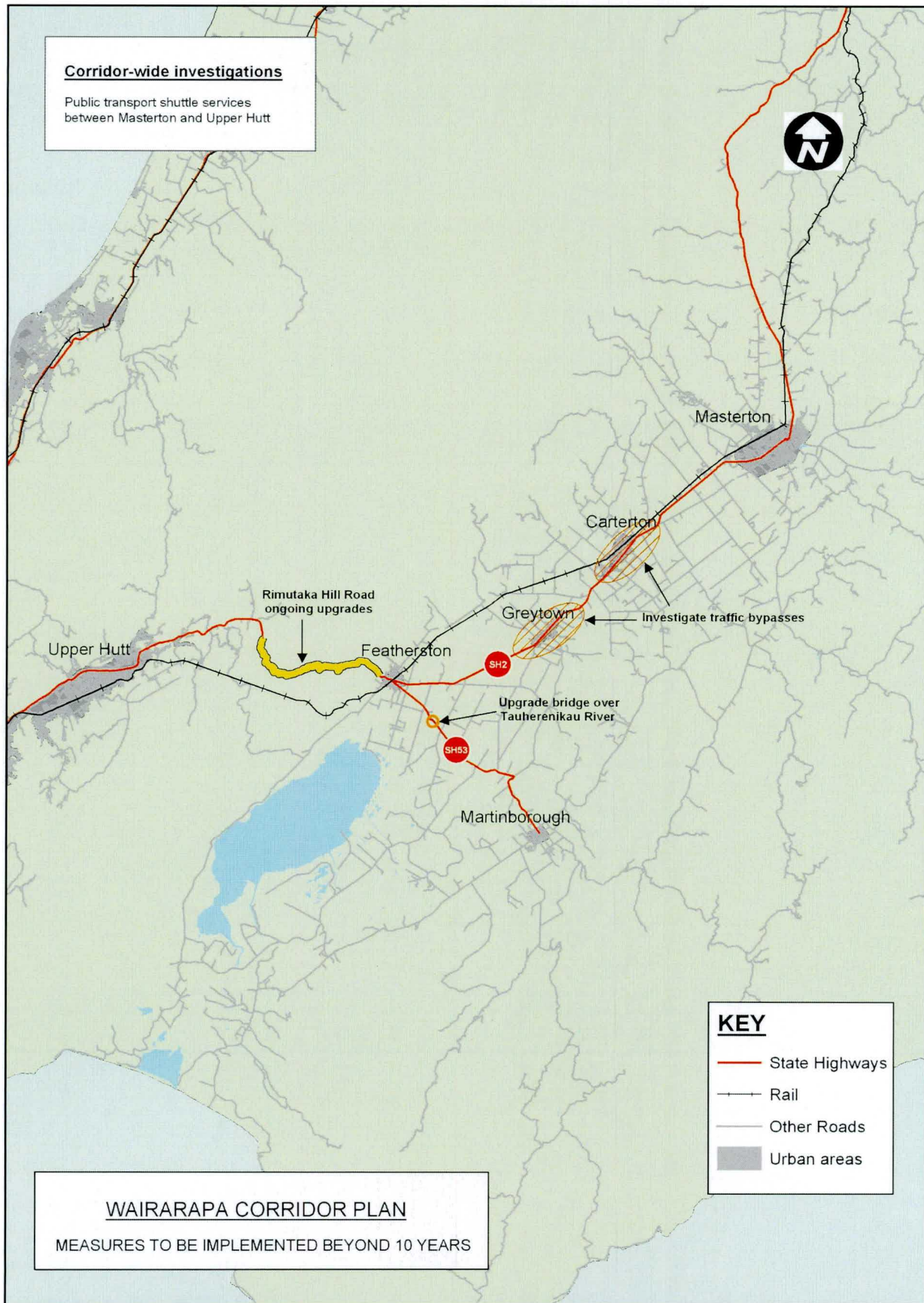


Figure 2: Wairarapa Corridor - Measures that may be implemented (beyond 10 years).

Wairarapa Corridor Plan

Measures to be implemented within 10 years

Action	Responsibility	Timing	Indicative cost	Performance measure(s)
Road Safety and the Road Network				
Construct safety improvements identified in the relevant crash reduction studies on State Highway 2 between Te Marua and Mt Bruce.	NZTA	Ongoing	As identified in crash reduction studies	Reduced crash rates
Make progress towards the long term goal of a 55km/h design standard for the Rimutaka Hill Road by implementing the projects identified through the State Highway 2 Featherston to Upper Hutt study (2008), as funding allows.	NZTA	Ongoing	To be determined	Improved travel times Reduced crash rates
Construct intersection improvements at Norfolk Road/State Highway 2 and Buchanan Place/State Highway 2 to ensure the increasing number of heavy vehicles movements at this location can be safely and efficiently accommodated.	NZTA	By 2014	To be determined	Intersection improvements completed
Replacement of the Waihenga Bridge over the Ruamahanga River.	NZTA	By 2016	\$9M	New bridge open
Extend the seal on rural local roads of special tourist significance where cost effective.	MDC CDC SWDC	Ongoing	To be determined	Seal extended
Advocate for improvements to the Pahiatua Track and key connecting links, as an important route for Wairarapa residents accessing services and facilities in Palmerston North, other parts of Manawatu, and beyond.	GWRC, MDC, CDC, SWDC	At all appropriate opportunities	Administrative	Pahiatua Track and local connections upgraded
Advocate for the Rimutaka Hill Road and State Highway 2 through Wairarapa to be included as part of the NZ Transport Agency's 'National Motorcycle Black Route' to be targeted for associated safety improvements.	GWRC, MDC, CDC, SWDC	At all appropriate opportunities	Administrative	Rimutaka Hill Road and SH2 through Wairarapa included as part of this route
Freight				
Design and construct a heavy vehicle bypass east of Masterton.	MDC	By 2016	\$11M	Eastern Bypass open
Investigate the potential for other heavy traffic only bypasses, where opportunities exist to remove heavy vehicles from SH2 through Wairarapa townships.	MDC CDC SWDC	Ongoing	Administrative	Heavy traffic bypass opportunities considered
Advocate to central government to encourage investment in the rail network that supports the use of rail as a safe, sustainable, and efficient solution for the movement of freight to/from and through the Wairarapa corridor.	GWRC TAs	Ongoing	Administrative	Improved provision and support for rail freight
Work with KiwiRail, CentrePort, NZTA and forestry companies to investigate removal of identified infrastructure and rolling stock constraints affecting rail freight movement between the Wairarapa corridor and key freight hubs, such as CentrePort.	GWRC MDC CDC SWDC	Ongoing	Administrative	Significant constraints for rail freight removed

Wairarapa Corridor Plan

Action	Responsibility	Timing	Indicative cost	Performance measure(s)
Freight (continued)				
Ensure provisions in the Wairarapa Combined District Plan that facilitate the development of a log transfer and storage site at Waingawa are retained.	MDC CDC SWDC	Ongoing	Administrative	Provisions in District Plan maintained
Support commercial development of a log transfer and storage site at Waingawa.	GWRC NZTA TAs	Ongoing	Administrative	Site operational
Review the potential impacts of a significant increase in freight volumes (and likely increases in heavy vehicle dimensions) on the state highway network within the Wairarapa Corridor. Identify any new projects or initiatives needed to accommodate this demand in a safe and efficient manner (for example – visibility around corners, adequate lane widths and slow vehicle lanes on Rimutaka Hill Road).	NZTA	By 2013	To be determined	Review completed and any projects in response are identified
Walking and Cycling				
Improve the cycle network in accordance with best practice guidance ⁵ , particularly in urban areas and at identified worst cyclist crash locations ⁶ in Masterton.	NZTA MDC CDC SWDC	Ongoing	To be determined	Safety improvements implemented Reduced cyclist crash rate
Review shoulder widths and quality on open state highways and open local roads (in accordance with best practice guidance ⁷) to ensure sealed road shoulders provide for adequate space between cyclists and passing vehicles on these high speed rural roads.	NZTA SWDC CDC MDC	Ongoing	To be determined	Improve cycling safety and use
Consider the needs of pedestrians in townships along SH2 – including appropriate speed limits, pedestrian crossings, traffic calming, and any need for town centre enhancement programmes – to provide a safe and attractive pedestrian environment.	NZTA SWDC CDC MDC	Ongoing	To be determined	Improved pedestrian safety and attractiveness
Support and encourage upgrades to the Rimutaka Rail Trail track from Cross Creek through to Cross Creek Road to an easy shared path standard that accommodates a wide range of bicycle types. Identify potential improvements to on-road cycle facilities and off-road paths connecting the Rimutaka Rail Trail and Featherston.	GWRC SWDC	By 2015	To be determined	Improved cyclist safety and attractiveness

5. Land Transport NZ (2004) Cycle Network and Route Planning Guide

6. Intersection of SH2 with Renall Street, Jackson Street, Russell Street, Lincoln Road. The road network in the vicinity of SH2/Te Ore Ore Road. Intersection of Dixon Street with Church Street and Workop Road, and QueenStreet/Lincoln Road intersection. Refer to NZTA Crash Analysis Database for details.

7. Land Transport NZ (2004) Cycle Network and Route Planning Guide

Wairarapa Corridor Plan

Action	Responsibility	Timing	Indicative cost	Performance measure(s)
Public transport				
Undertake a review of Wairarapa bus and train services. Review to include consideration of train timetable and capacity issues, services for special events, bus and train connections, carriage of bikes on trains/buses.	GWRC	2011	Administrative	Review complete
Advocate for newer locomotives to be used for Wairarapa passenger rail services.	GWRC	Ongoing	Administrative	Improved reliability of Wairarapa rail services
Deliver six additional SE rail carriages for the Wairarapa rail services to provide increased capacity – to address existing capacity issues on some services and accommodate future growth.	GWRC	By 2012/13	To be determined	Improved capacity of Wairarapa rail services
Identify opportunities to improve park and ride facilities (eg. lighting, security) and to provide more park and ride spaces at rail stations within the Wairarapa corridor in line with demand.	GWRC	Ongoing	To be determined	Improved park and ride availability and facilities
Travel Demand Management (TDM) and other regional plans				
Support rollout of the government's Rural Broadband Initiative in Wairarapa, to improve broadband access and facilitate reduced travel demand.	GWRC NZTA TAs	Ongoing from 2010	Administrative	Improved broadband speeds and coverage in Wairarapa
Implement relevant initiatives of the: <ul style="list-style-type: none"> Regional TDM Plan (Oct 09) Regional Road Safety Plan (Oct 09) Regional Walking Plan (Oct 08) Regional Cycling Plan (Dec 08) 	GWRC NZTA TAs	Ongoing	As set out in the relevant regional plans	Reduced travel demand Reduced crash rates Increased pedestrian and cyclist volumes and safety

Wairarapa Corridor Plan

Measures that may be implemented (beyond 10 years)

Measure	Responsibility	Timing	Indicative cost	Performance measure(s)
Upgrade the SH53 bridge over the Tauherenikau River.	NZTA	Likely to be beyond 10 years	To be determined	Bridge upgrade completed
Upgrade Rimutaka Hill Road to 55kph design standards.	NZTA	Likely to be beyond 10 years	To be determined	All identified ⁸ upgrade projects completed
Investigate the need for traffic bypasses of Greytown and Carterton - taking account of safety, heavy traffic volumes and travel time delays through these towns.	NZTA CDC SWDC	Likely to be beyond 10 years	Administrative	Progress reported to RTC
Consider the potential for shuttle services, either bus or rail, between Masterton and Upper Hutt (including associated infrastructure needs such as passing loops) to improve public transport frequency and connectivity between Wairarapa and the rest of the region.	GWRC	Likely to be beyond 10 years	To be determined	Issue considered and reported to GWRC and RTC

8. NZ Transport Agency (Duffill Watts&Tse Ltd) (2008) State Highway Plan from Featherston to Upper Hutt.