

Wairarapa Corridor Plan

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Wairarapa Corridor Plan: Masterton to Upper Hutt

The Wairarapa Corridor follows State Highway 2 from Upper Hutt over the Kaitoke and Rimutaka Hills through to Masterton and on to Mt Bruce; and the Wairarapa railway line from Upper Hutt through to Wairarapa. It also includes SH53 between Featherston and Martinborough. The Wairarapa 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.

Since adoption of the corridor plan, a review of Wairarapa passenger transport services has been completed and the following action programmes have been updated to reflect the planned improvements resulting from the review.

The long term vision for this corridor as 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.

Needs and issues

- Increase in traffic volumes due to increase in rateable properties
- Low population growth in Wairarapa which inhibits local economic growth and suggests access to Wairarapa may be an issue
- The importance of continued access to employment in Wellington CBD and the Hutt Valley by Wairarapa residents
- Substandard bridge widths on SH53
- A significant growth in forestry and timber products expected over the next 20 years
- Increase in the demand for freight transport to CentrePort
- Growth in tourism
- Increases in recreation and shopping journeys

- The impact of heavy traffic on townships adjacent to SH2
- Limited passenger rail frequency for commuters, tourism and recreation
- Passenger transport services internal to Wairarapa do not meet the needs of the wider community
- Inadequate passing opportunities on SH2 between Masterton and Kaitoke
- Limited affordable options to increase the Rimutaka Hill Road capacity¹.

These needs and issues were used to identify the short and long term proposals outlined in the action programmes.

Key outcome

- A safer, more reliable road and rail corridor.

¹ The topography of the Rimutaka Hill Road often slows some vehicles and the ability to provide improved passing opportunities for other vehicles is limited.

Wairarapa Corridor Plan overview

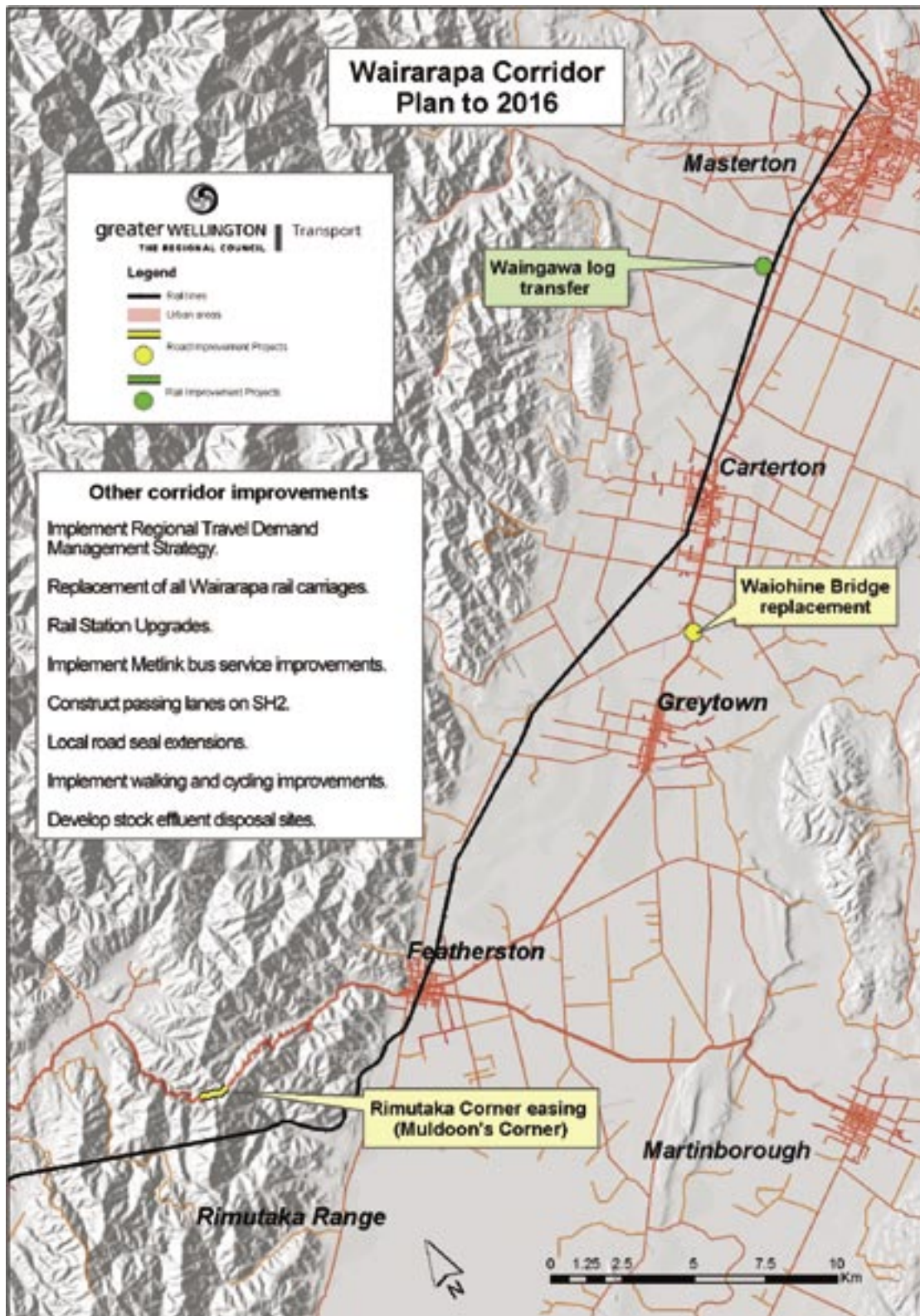


Figure 1: Wairarapa Corridor planned improvements to 2016.

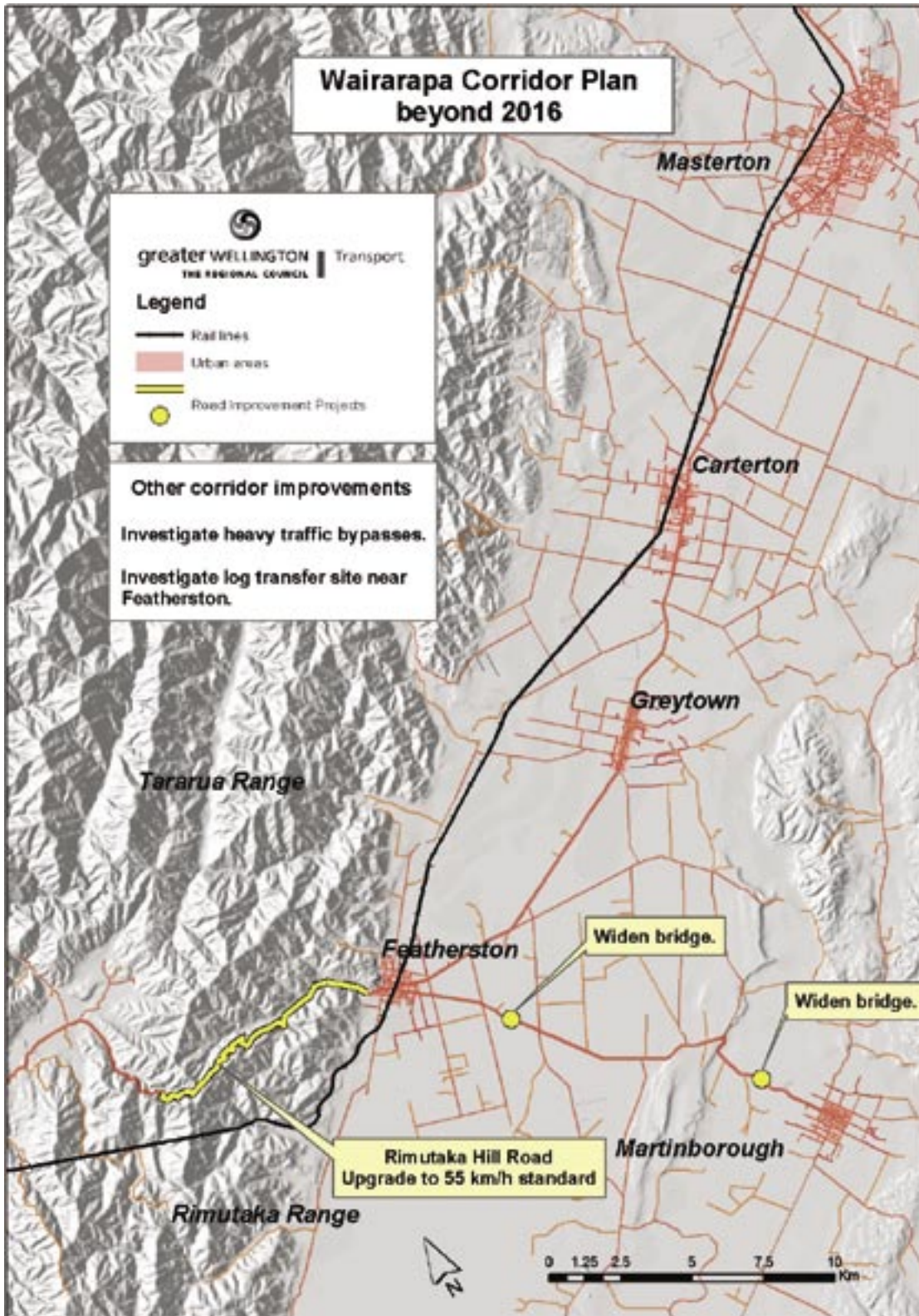


Figure 2: Wairarapa Corridor planned improvements beyond 2016.

Land use integration

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

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Ensure provisions in the District Plan facilitate the development of a log transfer and storage site at Waingawa	CDC (Carterton District Council)	Ongoing	Administrative	L (CDC)	Provisions in place by 2006/07	Provisions reported to CDC

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

Passenger transport

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

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Replacement of all Wairarapa carriages	GWRC	Delivered by March 2007	\$26.4M	N & Crown loan	Operating by 2006/07	Rolling stock in operation
Upgrade railway stations on the corridor	GWRC	Ongoing from 2006/07	\$1.5M (Phase 1)	N, C1 & L (GWRC)	Phase 1 complete by March 2007	Upgrades completed
Provide additional bus connections to train services	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Additional services provided
Provide additional inter-peak bus services between Masterton & Featherston, including connections to Masterton Hospital	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Additional services provided
Provide some Wairarapa bus services on Sundays	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Sunday service provided

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Expand Masterton town bus services from 2 days to 5 days per week	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Service frequency improved
Introduce initial Wairarapa integrated ticketing products for bus and rail services	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Introduced by 2006/07	Integrated ticketing operational
Introduce Metlink signage	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Introduced by 2006/07	Metlink signage implemented

Note: Phase 1 rail station improvements involve raising platform heights to match new rolling stock floor levels to improve accessibility. The timing of these improvements needs to be coordinated with the introduction of new rolling stock.

Roading

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

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Complete design and construction of the "Muldoons Corner" section of the Rimutaka Hill Road	Transit	Project development to commence from 2006/07	\$10.2M	R	Construction complete by 2008/09	Upgrade completed
Replacement of the Waiohine River Bridge	Transit	Underway	\$4.6M	N	Completed by 06/07	Bridge open
Construct northbound and southbound passing lanes between Featherston and Greytown	Transit	Awaiting SH Forecast	\$2.5M	N	Completed by 08/09	Passing lanes in use
Construct northbound and southbound passing lanes between Masterton and Carterton	Transit	Awaiting SH Forecast	\$2.5M	N	Completed by 08/09	Passing lanes in use
Extend the seal on rural local roads of special tourist or forestry significance where cost effective	MDC CDC SWDC	ongoing	To be determined	N, L & R	Seal extended	Progress reported to RLTC

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Complete the long term design for a target 55 km/h standard strategy for the Rimutaka Hill Road, recognising that a lower standard will apply to some difficult terrain sections. Obtain consents and develop detailed designs so projects are ready to go should funding become available	Transit	Beyond 10 years	To be determined	N & R	Design complete	Progress reported to RLTC
Investigate the need for heavy traffic bypasses of the townships on SH2 from Masterton to Featherston	Transit (lead) MDC CDC SWDC	Beyond 10 years	To be determined	To be determined	Investigation underway	Progress reported to RLTC
Widen the bridges on Ruamahanga River and Tauherenikau River on SH53	Transit	Beyond 10 years	To be determined	N	Bridge upgrades complete	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 in all projects	RCAs	Ongoing	To be determined	Included in project budgets	Walking and cycling infrastructure demonstrably improved	Progress reported to RLTC

Freight

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

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Develop a log transfer and storage site at Waingawa as a commercial partnership	Commercial joint venture	As soon as possible but dependant on log prices	\$1.27M ²	N & Private funding	n/a	Site operational
Investigate and develop stock effluent sites at key locations	Transit (lead) CARTA ³ MDC CDC SWDC UHCC	To be determined	Approx \$250K each	To be determined	n/a	Sites operational

Freight: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative cost	Suggested funding	Target	Performance measures
Investigate and, if feasible, develop a log transfer and storage site near Featherston	Commercial parties	To be determined	To be determined	To be determined	n/a	n/a

² Public sector contribution under alternative to road funding provisions.

³ Central Area Road Transport Association.