



Wellington Northern Corridor Fact Sheet

Developing the Wellington Northern Corridor will allow people and freight to move more efficiently through the region.

This includes:

- More than one million people who cross the Cook Strait yearly
- More than seven million tonnes of long distance freight (road and rail) that moves through Wellington on an annual basis
- Approximately five million people who use Wellington Airport every year

The corridor will be developed as a four lane expressway from Levin to Wellington Airport.

It will be built in sections with the overall route substantially completed within the next ten years.

The sections are:

- Airport to Mt Victoria Tunnel
- Basin Reserve
- Terrace Tunnel
- Aotea Quay to Ngauranga
- Linden to Mackays (Transmission Gully)
- Mackays to Peka Peka
- Peka Peka to Otaki
- Otaki to north of Levin

The focus for the next three years will be on planning and designating the entire route.

The work will be undertaken in three phases:

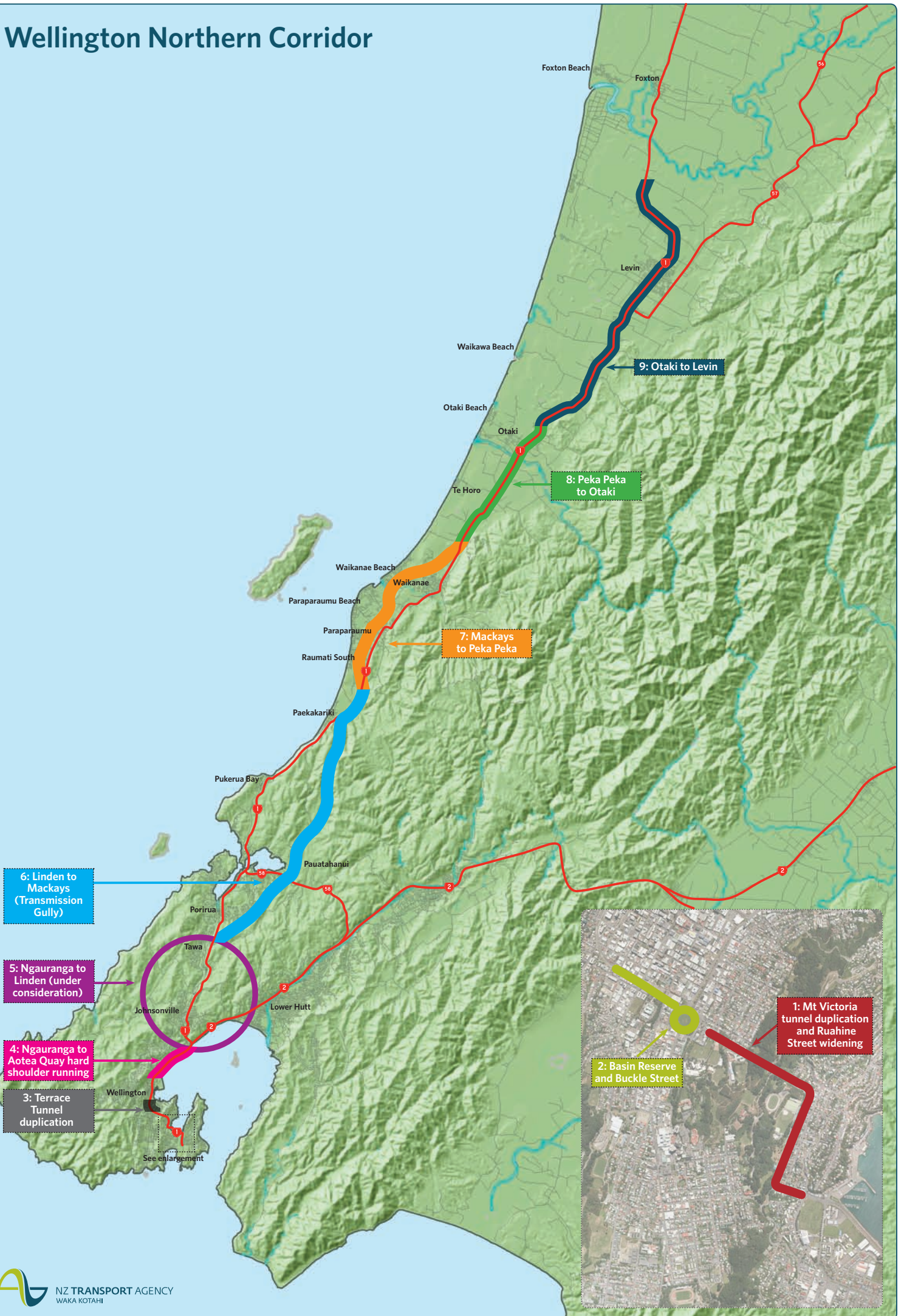
- The first phase concentrates on Ngauranga to Aotea Quay, Basin Reserve, Mackays to Peka Peka and Peka Peka to Otaki.
- The second phase will focus on Linden to Mackays (Transmission Gully)
- The third phase will involve Mt Victoria Tunnel duplication and Ruahine Street widening followed by Otaki to north of Levin and then the Terrace Tunnel duplication.

NZTA will be working with local authorities and other agencies to integrate the Wellington Northern Corridor with other transport connections including local roads and rail. Public consultation will be part of this process.

Completing the Wellington Northern Corridor will deliver more than \$2.6 billion of investment to the Wellington and neighbouring region's roading network and include a range of benefits such as:

- Support for a growing population: the regional population is expected to increase by 65,000 over the next 20 years, mainly in Wellington City and Kapiti
- Support for increasing freight volumes in the region
- Improve access to Wellington's port, CBD, interisland ferry terminals, airport and hospital
- Relief from severe congestion
- Improved safety
- More reliable journey times

Wellington Northern Corridor



Airport to Mt Victoria Tunnel



An artist's impression of a widened Wellington Road provided during consultation on the Ngauranga to Airport Strategy Study in 2008. Detailed design has not been undertaken on this section yet and will include discussions with the local community.

This section includes four-laning Ruahine Street, installing traffic signals at the intersection with Wellington Road and duplicating the Mt Victoria Tunnel.

Improvements were first raised as considerations in the recent Ngauranga to Airport Corridor Strategy Study and resulting Corridor Plan. They were indicated as improvements that would be made

beyond 10 years but signalled for definite inclusion.

The rough order of cost for improvements to this section is approximately \$217 million.

The improvements to this section will be part of the third phase of the Wellington Northern Corridor programme.

Basin Reserve



The northern view of Basin Reserve Cricket Ground roading to be improved as part of the Road of National Significance.

This section includes improvements to the highway to the north of the Basin Reserve Cricket Ground to separate north/south vs east/west traffic movements and provides the opportunity to enhance public transport.

This is a heavily congested part of the state highway network and also creates delays for people travelling within Wellington City during peak times. Freeing this section of road up provides a number of benefits

and is vital when seen in the context of other improvements, such as the Mt Victoria Tunnel duplication.

The rough order of cost for improvements to this section is approximately \$36 million.

The improvements to this section will be part of the first phase of the Wellington Northern Corridor programme.

Terrace Tunnel



The southern portal entrance to the Terrace Tunnel. Completed in 1977, it was originally designed to have a twin. The Road of National Significance will realise the original plan.

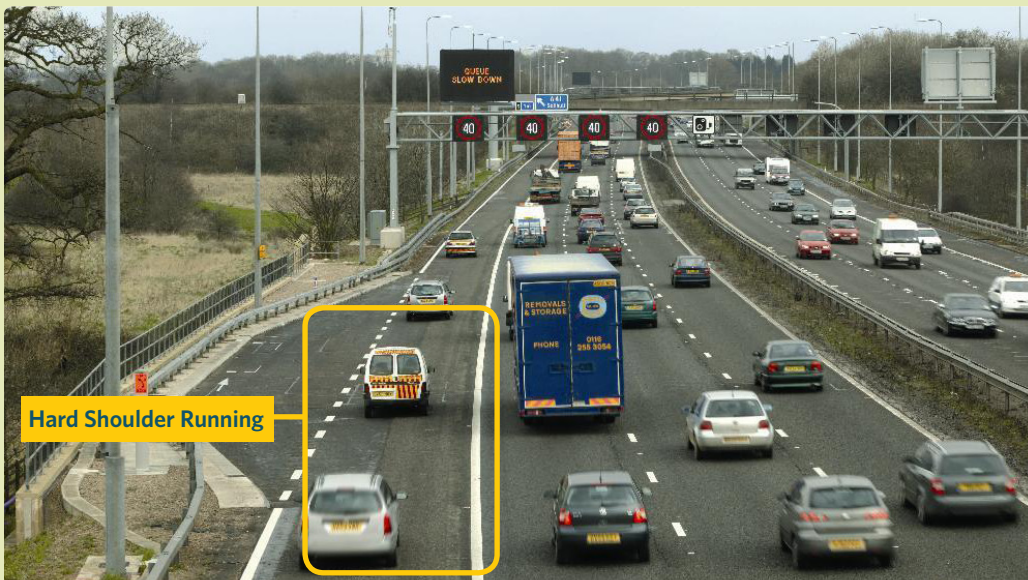
This section includes the duplication of the Terrace Tunnel, which was originally considered in the 1970s when the existing tunnel was designed.

This project was also considered as part of the Ngauranga to Airport Corridor Strategy Study and resulting Corridor Plan in order to meet future growth and demand.

The rough order of cost for improvements to this section is approximately \$152 million.

The improvements to this section will be part of the third phase of the Wellington Northern Corridor programme, which will be the last section constructed.

Aotea Quay to Ngauranga



An example of hard shoulder running from the UK demonstrating how the shoulder of the road can be utilised to reduce congestion and improve efficiency during peak traffic hours.

This section includes improving capacity on the highway and easing congestion. During peak hours it is intended to operate another traffic lane on the shoulder of the road. Known as hard shoulder running, these lanes are intended for use only during peak periods or to manage incidents on the highway that would otherwise create delays or congestion. Outside peak operating hours the lane would return to being a roadside shoulder, which could be used for breakdowns.

Hard shoulder running is a practice used elsewhere in the world to manage congestion and improve journey times, particularly in the US

and UK. It is specifically used during “rush hours” when a high number of vehicles converge on the network at once. This is generally reserved to the start and end of the usual working day.

The rough order of cost for improvements to this section is approximately \$29 million.

The improvements to this section will be part of the first phase of the Wellington Northern Corridor programme.

Linden to Mackays (Transmission Gully)



The previously identified preferred route for Transmission Gully between Linden and Mackays Crossing.

This section includes the establishment of the Transmission Gully motorway.

The objective of this project is to provide a safer, more secure and efficient connection between Wellington and the lower North Island for road users. It will offer greater resilience to earthquakes and flooding and will provide an alternative route in the event of a major incident.

It will also allow the existing state highway corridor to be developed into a safe and multi-functional alternative to the proposed new strategic link.

In making its decision, the NZTA Board found that Transmission Gully provided better community and environmental outcomes. It provides peak period travel time savings of as much as 15 minutes for people travelling between Kapiti and Lower Hutt and 10 minutes between Kapiti and Wellington.

Transmission Gully is less expensive than the Coastal Route and provides improved east/west travel with a more direct connection

to State Highway 58 and the Hutt Valley/Wairarapa. It will also be specifically engineered to be easily reinstated in the event of an earthquake.

This project allows the existing coastal highway to become a safer local road and alternative route in the event that there are delays or accidents on Transmission Gully.

Although the Coastal Route could be completed within a similar time period to Transmission Gully, it would take several extra years to be "construction ready".

We are considering tolling for this project.

The rough order of cost for improvements to this section is estimated at \$1.02 billion including construction costs.

The improvements for this section will be part of the second phase of the Wellington Northern Corridor programme.

Mackays to Peka Peka



The preferred corridor for the Kapiti Expressway between Mackays and Peka Peka as shown during consultation earlier this year. Note, the number and location of interchanges will be determined during investigation and detailed design.

This section includes the establishment of a four-lane expressway from Mackays Crossing to Peka Peka.

The Sandhills Expressway is expected to remove congestion points for through-traffic, improve journey time reliability through the Kapiti Coast and improve safety. It will also enable future employment growth by providing local access to the airport growth area, increasing the efficient movement of freight and people between Wellington and the north.

This corridor costs less to construct and affects fewer private homes, many of which have only recently been constructed. It also avoids town centres.

The Sandhills Expressway has been selected because it will deliver the best results alongside continuing investment in local roads and public transport.

The Board's decision was influenced by the views of the Kapiti Coast residents. When making its decision, the NZTA Board said all the options had strengths and weaknesses, which made their job difficult.

The Board will continue to be guided by the views of residents in the area as the NZTA continues to finalise the road's alignment and will work as fast as it can to fix current transport issues.

The rough order of cost for the Sandhills Expressway is \$380-500 million. This is consistent with the consultation material provided earlier this year.

The improvements for this section will be part of the first phase of the Wellington Northern Corridor programme.

Peka Peka to Otaki



This shows the northern section of the preferred route for the Peka Peka to Otaki section as shown during consultation earlier this year.

This section includes two parts. The first part involves four-laning this stretch of SH1 and improving associated intersections. The second involves establishing an Otaki Bypass which would be four lanes with associated intersection improvements to connecting roads.

The objectives of the improvements to this section are similar to that of the Mackays to Peka Peka section - to ease congestion, improve journey time reliability in Otaki and improve safety. An Otaki bypass with a standard design speed of 100km/h will reduce journey times for local and state highway traffic travelling further afield. The bypass

will also improve local access and traffic flow. The improvements will increase the efficient movement of freight and people between Wellington and the north and will assist in lifting economic productivity and growth in the area as well as improving safety.

The rough order of cost for improvements to this section is approximately \$215-355 million. This is consistent with the consultation material provided earlier this year.

The improvements to this section will be part of the first phase of the Wellington Northern Corridor programme.

Otaki to North of Levin



The view of the current highway to Levin looking northwards.

Three components make up this northern most section of the Wellington Road of National Significance. This is the four-laning of Otaki to Levin, Levin Bypass and improvements to the section north of Levin to include passing lanes.

These improvements will achieve a number of objectives. They will improve safety and provide capacity into the future for a high speed route for uninterrupted arterial traffic flow through the Horowhenua district. They will remove inter-regional traffic from Levin township that will enhance efficiency for the movement of goods and services

on the highway while also enhancing the urban area in and around the local road network. Finally, they will provide more efficient connections between the major freight hubs of Wellington and the South Island with regions to the north and east like Palmerston North and Hawke's Bay.

The rough order of cost for improvements to this section is approximately \$140 million.

The improvements to this section will be part of the third phase of the Wellington Northern Corridor programme.

For more information please contact:

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New Zealand Government