



# Wellington Network Operational Readiness Programme - Transmission Gully Post Opening

Consultation on NZTA3.B - Future of SH59 post opening of Te Aranui o Te Rangihaeata



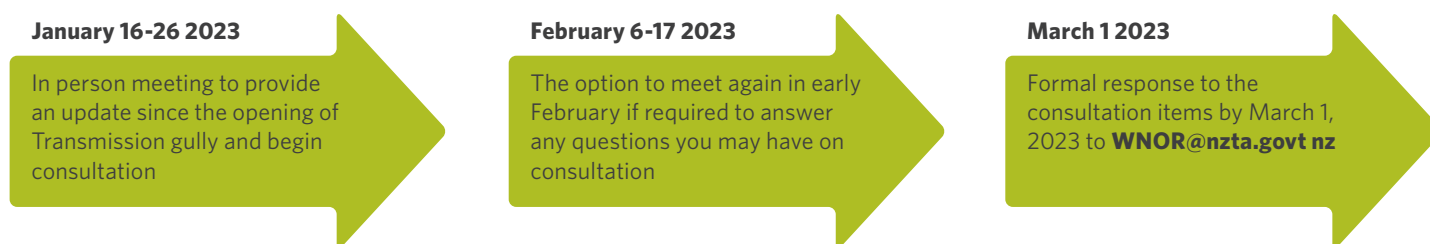
With the opening of Te Aranui o Te Rangihaeata (Transmission Gully), Waka Kotahi is working through the Board of Inquiry consent conditions for the construction as part of the process to ensure that the conditions have been met and closed out.

Condition NZTA3.B relates to the future of the section of SH59 (formerly SH1) that includes Paremata Road, Mana Esplanade and St Andrews Road once the new motorway is open.



## Consultation

### Consultation process and timeline



As per the condition we are meeting with each of the five groups/organisations specified to consult on our proposal for the future form of SH59.

We have chosen to begin consultation immediately following the holiday period to allow ample time for consideration of the consultation responses leading to a formal response.

## Decision Making Process

Before we developed a proposal for what changes may or may not be made, we needed to take the following into consideration:

- How roads will be used in the future (their function). A network operating framework has been developed to confirm how the transport network will be used in future, by whom, and to identify gaps in the existing network (function).
- What the transport network impacts are likely to be from increased land development, changes in population and the future movement of people
- Review the safe system assessment in conjunction with the changes in traffic volumes and traffic speeds since the opening of Transmission Gully - Te Aranui o Te Rangihaeata
- What each corridor may look like and what features may be included (form)
- Issues/ideas raised during consultation will be considered before a final decision is made on the future of SH59.

## What we know

### Traffic data

Since the opening of Transmission Gully, we have been monitoring the State Highway network. The table below shows pre-opening Transmission Gully, modelling and post-opening data.

Location	Pre-TG	Modelling	April	May	June	July	August	September	October	November
<b>State Highway 59</b>										
Paekakariki to Pukerua Bay	25700	5400	5793	6174	6068	6289	Data not available	Data not available	Data not available	Data not available
Pukerua Bay to Mana Esplanade	28400	8100	7402	7486	7742	7951	6274	6736	5368	9085
Mana Esplanade	31200	17800	16105	17106	16454	16629	14155	14221	18159	19133
Paremata to Whitford Brown	44300	24800	22013	23378	22093	22732	22371	22948	24758	26105
<b>State Highway 58</b>										
SH58 east of TG	19100	20200	17111	17357	16560	16394	16888	17947	Data not available	19,004
SH58 west of TG	19100	11000	6424	6417	5746	5511	6356	6417	6025	6394

We found that:

- Traffic volumes have reduced considerably between Paekākāriki and Pukerua Bay
- Traffic volumes south of Plimmerton remain busy, peaking between Whitford Brown and Mungavin
- Transmission Gully is largely catering for interregional journeys

## Traffic Signals

On day one of Transmission Gully opening there were optimisation changes made where possible to certain traffic signalised intersections across the network. We have monitored the performance of the intersections since opening. The main observations are:

- Along State Highway 59, Mana Esplanade and Whitford Brown signalised intersections were optimised to encourage road users to use SH1 Transmission Gully – Te Aranui o Te Rangihaeata by improving the sites to cycle faster, better servicing for both vehicles on side roads and pedestrians waiting to cross with a reduced wait time.
- The Paremata northbound traffic signals have a reduced demand of between 1 to 6 times during the PM Peak on a standard week day. Prior to Transmission Gully it was operating anywhere between 20 and 40 times during the PM Peak.

## Future Growth

We are aware of large scale development increasing housing and population in and around northern Porirua and as a result of this we need to consider future movement of people.

## What we propose

At this stage we are proposing no changes to the current arrangement of SH59. Our specific rationale for each of the points outlined in the consent condition are noted below.

### (a) Ownership and control of Paremata Road, Mana Esplanade and St Andrews Road;

- Waka Kotahi proposes to retain State Highway 59 (formerly State Highway 1) as state highway.
  - SH59 provides inter-regional resilience should State Highway 1 Transmission Gully close for planned and unplanned events.

### (b) Options relating to the future of the original Paremata Bridge;

- Waka Kotahi proposes to retain the original Paremata Bridges. We will be undertaking further strategic work to investigate this road over the next few years. However, based on our current information we are not proposing significant further changes to the corridor

at this point in time. Our specific reasons are outlined below.

- Retaining the current alignment allows Waka Kotahi and Porirua City Council to prepare a strategic plan for the full SH59 corridor which will consider future growth projects. The strategic plan will consider increased housing and changes in population in and around northern Porirua. We consider it is necessary to retain the available alignment for future movement of people. No decision has been made on how the available corridor width may be shared by the various transport modes e.g. cycling, pedestrians etc.
- Since the opening of Transmission Gully, we have closely monitored the transport network. Between April to July 2022, traffic volumes through Mana Esplanade averaged approximately 16,574 per day in line with the traffic modelling prediction that volumes south of Plimmerton remain busy. Please note a section of SH59 was closed over August and September for an unplanned incident

### (c) The continuation of four laning of St Andrews Road between Acheron Road and James Street;

- Waka Kotahi proposes to retain the existing four lanes of St Andrews Road between Acheron Road and James Street. We will be doing further strategic work to investigate this road over the next few years. However, based on our current information we are not proposing significant further changes to the corridor at this point in time. Our specific reasons are outlined below

- Retaining the current alignment allows Waka Kotahi and Porirua City Council to develop a strategic plan for the full SH59 corridor over the next few years which will consider future growth projects. The strategic plan will consider increased housing and changes in population in and around northern Porirua. We consider it is necessary to retain the available alignment for future movement of people. No decision on how the available corridor width may be shared by the various transport modes e.g. cycling, pedestrians etc.

### (d) Measures (to the extent that they are legally available) to restrict or discourage heavy vehicle movements through the Paremata Road, Mana Esplanade and St Andrews Road;

- Waka Kotahi proposes no additional measures at this point in time. Our specific responses/proposals are outlined below.
  - SH59 is an approved inter/intra-regional heavy vehicle route. We considered restricting SH59 to light vehicles only but this was found to be impractical for

ensuring network resilience and catering for intra-regional travel

- Since the opening of Transmission Gully, we have closely monitored the transport network. The data indicates that overall, 75% of heavy vehicle traffic is using Transmission Gully when compared to pre-Transmission Gully (1823 per day average). With reference to Mana Esplanade there is an average of 443 heavy vehicles per day, and we still encourage the use of centre lanes. Waka Kotahi continues to liaise with heavy haulage companies and no negative feedback on Transmission Gully has been received.
- The data indicates and supports that there remains a demand for heavy vehicles to continue to use this route. On day one of Transmission Gully opening, the signalised intersections were optimised to provide a higher level of service for side roads and pedestrian movements.

**(e) Other measures required to ensure an adequate level of service for the traffic volumes and traffic type expected to use the Paremata Road, Mana Esplanade and St Andrews Road**

- Waka Kotahi is not proposing any specific road interventions or measures at this point in time. However, this matter will be reconsidered and investigated further as part of the strategic plan/safe system assessment review.
  - Waka Kotahi will review the safe system assessment recommendations related to adequate level of service for the traffic volumes and traffic type expected to use the Paremata Road, Mana Esplanade and St Andrews Road.
  - Waka Kotahi and Porirua City Council will consider the strategic plan for the full SH59 corridor when reviewing the safe system assessment. The strategic plan will consider increased housing and changes in population in and around northern Porirua.

**(f) Provision of arrangements for cyclists;**

- No further cyclist facilities are proposed at this point in time. Waka Kotahi and Porirua City Council strongly continue to encourage the use of the existing walking and cycling facilities adjacent to the west of Mana Esplanade (Te Araroa) and the East of Mana Esplanade (Camborne Walkway) as dedicated walking and cycling facilities. This proposal is in line with the network operating framework.

**(g) Alteration of footpath widths;**

- Waka Kotahi proposes no change to the existing footpath widths. We will be doing further strategic

work to investigate this road over the next few years. However, based on our current information we are not proposing significant further changes to the corridor at this point in time. Our specific reasons are outlined below

- Retaining the current alignment allows Waka Kotahi and Porirua City Council to prepare a strategic plan for the full SH59 corridor which will consider future growth projects. The strategic plan will consider increased housing and changes in population in and around northern Porirua. We consider it is necessary to retain the available alignment for future movement of people. No decision on how the available corridor width may be shared by the various transport modes e.g. cycling, pedestrians etc.
- Waka Kotahi will review any safe system assessment recommendations related to footpaths.

**(h) Removal of traffic lights;**

- Waka Kotahi propose no change at this point in time. Our specific responses/proposals are outlined below
  - Retaining the signalised intersections provides safe and controlled access to all users accessing residential and recreational areas, facilities and amenities along Paremata Road, Mana Esplanade and St Andrews Road. Performance of the signalised intersections continues to be monitored by Wellington Transport Operations in real - time.
  - The optimisation changes to traffic signalised intersections along Paremata Road, Mana Esplanade and St Andrews continue to provide a higher level of service for side roads and pedestrian movements.
  - Waka Kotahi will review the safe system assessment recommendations related to traffic signalised intersections.

**(i) Changes to the operation of the clearways or High Occupancy Vehicle lanes;**

- Waka Kotahi proposes no change to the existing clearways but may review and/or change the clearway operating hours subject to demand.
  - Retaining the current alignment allows Waka Kotahi and Porirua City Council to prepare a strategic plan for the full SH59 corridor which will consider future growth projects. The strategic plan will consider increased future development and changes in population in and around northern Porirua. We consider it is necessary to retain the available alignment for future movement of people. No decision has been made on how the available

corridor width may be shared by the various transport modes e.g. cycling, pedestrians etc.

- Since the opening of Transmission Gully, we have closely monitored the transport network. Between April to July 2022, traffic volumes through Mana Esplanade averaged approximately 16,574 per day in line with the traffic modelling indication that volumes south of Plimmerton remain busy. Please note a section of SH59 was closed over August and September due to a slip blocking the highway.
- We consider retaining the clearways will not increase safety risk to the travelling public.

**(j) Alteration of arrangements in relation to capacity;**

- Waka Kotahi proposes no alteration of arrangement in relation to capacity. Our specific responses/proposals are outlined below
  - Retaining the current alignment allows Waka Kotahi and Porirua City Council to prepare a strategic plan for the full SH59 corridor which will consider future growth projects. The strategic plan will consider increased future development and changes in population in and around northern Porirua. We consider it is necessary to retain the available alignment for future movement of people. No decision on future modal priority of the corridor width has been made.

**(k) Any changes to be sought to any NZTA designation in relation to those matters;**

- We consider our proposals on these matters will not trigger any need for designation condition changes.

We invite you to consider the proposals, formulate your response and submit your feedback either directly or alternatively we can arrange a second meeting if that is preferable.

A formal response is required by **March 1, 2023** so that a consultation report can be finalised and submitted by the end of March as per the Board of Inquiry consent requirement Any further questions or official information act requests will not extend the formal response date of 1 March, 2023.

A formal response by email on the items for consultation is preferred to **WNOR@nzta.govt.nz** and/or **hoana.turia@nzta.govt.nz**

Waka Kotahi are happy to answer any questions you may have on the information shared or any other queries during the consultation period. Some more detailed information or additional data requests may require a formal OIA request. OIA's can be lodged here: **[www.nzta.govt.nz/about-us/news-and-media/official-information-act/](http://www.nzta.govt.nz/about-us/news-and-media/official-information-act/)**

The Board of Inquiry consent conditions are publicly available here **[www.epa.govt.nz/assets/FileAPI/proposal/NSP000008/Boards-decision/33ecec3074/Transmission-Gully-Final-decision-volume-2-Conditions.pdf](http://www.epa.govt.nz/assets/FileAPI/proposal/NSP000008/Boards-decision/33ecec3074/Transmission-Gully-Final-decision-volume-2-Conditions.pdf)**

Please note an OIA request will not delay the formal response date of 1 March 2023.



## Contact us

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