

MIN-4667 SH1 Wellington Improvements

10 October 2024

This advice provides an overview of the Second Mt Victoria Tunnel and Basin Reserve Upgrade including the Terrace Tunnel duplication (SH1 Wellington Improvements). The advice covers project scope and the option for information on consenting, opportunities for bus prioritisation, road pricing, and early opportunities to start progressing work on the corridor.

NZ Transport Agency Waka Kotahi (NZTA) response:

Introduction

- Improving State Highway 1 (SH1) from the Wellington Urban Motorway through the city centre to the airport has consistently been part of Wellington’s transport strategies. It was included in the 2009 Wellington Northern Corridor (Levin to Wellington) Road of National Significance (RoNS) project, which included a duplicate Terrace Tunnel, grade separation at the Basin Reserve and a Second Mt Victoria Tunnel.
- The 2019 Let’s Get Wellington Moving (LGWM) ‘Recommended Programme of Investment’ also included the same tunnel duplications and upgrades at the Basin Reserve, although the Terrace Tunnel duplication was omitted from the Indicative Programme that was taken forward by LGWM due to affordability constraints.
- The objective for the SH1 Wellington Improvements is to provide more efficient and reliable access to support regional economic growth. The option that combines the Second Mt Victoria Tunnel and Basin Reserve Upgrade and the Terrace Tunnel duplication into a single RoNS project within Wellington City will significantly improve achievement of this objective and the key strategic priorities listed in the Government Policy Statement on Land Transport 2024 (GPS).

SH1 Wellington Improvements

Option scope

- The scope of this option for SH1 Wellington Improvements includes a Second Mt Victoria Tunnel, Basin Reserve Upgrade and Terrace Tunnel duplication. These elements are described below:
 - a. A Second Mt Victoria Tunnel will deliver a new 0.7km tunnel parallel to the existing tunnel, together they will provide two general traffic lanes in each direction. s 9(2)(ba)(ii)
s 9(2)(ba)(ii)
 - b. The Basin Reserve Upgrade will provide grade separation between SH1 and local roads. This will be achieved through an extension of the Arras Tunnel and moving the westbound SH1 traffic to

the northern side of the Basin Reserve. Local traffic, including public transport, will pass over SH1 on the western side of the Basin Reserve.

- c. A duplicate Terrace Tunnel comprising a new 0.5km tunnel parallel to the existing Terrace Tunnel with tie-ins.
- d. Network improvements to maximise benefits including s 9(2)(ba)(ii)

- A plan showing the SH1 Wellington Improvements option is contained in Appendix A.
- s 9(2)(ba)(ii) a range of different staging and implementation approaches will be considered to best achieve programme and value for money outcomes.

Costs and benefits

- The project would result in significant travel time savings in peak periods, reducing traffic travel times from the Wellington Region to the CBD, hospital and airport by around 10 minutes.

- s 9(2)(ba)(ii)

Consenting strategy

- s 9(2)(ba)(ii)

s 9(2)(ba)(ii)

Public transport - included bus priority measures

- Grade separation of the Basin Reserve removes the conflict between local movements and SH1 traffic, delivering significant benefits to both. s 9(2)(ba)(ii)
- SH1 Wellington Improvements are forecast to contribute to the 11 minutes of travel time savings for Bus Route 1 in the AM peak between Island Bay and the city centre. SH1 Wellington Improvements to the east of Mt Victoria Tunnel are forecast to contribute to the 9 minutes of travel time savings for Bus Route 2 in the AM peak between Miramar and the city centre.

Out of scope public transport improvements


- SH1 Wellington Improvements will result in a reduction of traffic on local city streets, and this will support Wellington's North-South, East-West and Harbour Quays bus corridors as identified in the GPS. SH1 Improvements will further support the local and regional councils broader public transport upgrades across Wellington City by reducing traffic in the city centre.
- Traffic modelling estimates s 9(2)(ba)(ii) a 30 percent reduction in southbound volumes along the Harbour Quays could be realised when the Second Mt Victoria Tunnel, Basin Reserve Upgrade and a Terrace Tunnel duplication are delivered.

s 9(2)(f)(iv) and s9(2)(g)(i)



Early opportunities to start work on the corridor

s 9(2)(ba)(ii)




Next steps and timeline

- The first step is to complete the investment case for NZTA Board consideration. This will include work to develop the scheme design for the Second Mt Victoria Tunnel, Basin Reserve Upgrade and a Terrace Tunnel duplication. Key tasks in this phase include:
 - a. Undertake detailed geotechnical investigations to inform design of tunnels.

- b. Update cost estimate and risk assessment.
- c. Undertake constructability reviews, establish likely staging and develop main construction procurement strategy.
- d. Identify and develop early construction opportunities.
- e. Identify the recommended road pricing option.
- f. Undertake stakeholder consultation.
- g. Confirm property acquisition strategy.

s 9(2)(ba)(ii)



Noted by Minister