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Wellington Regional Council  
09 SEP 2003

FILE REF	
TP 103/01/07	
Doc No 174779	
Referred to	Date/initials
<i>Blumar</i>	

4 September 2003

Tony Brennand  
Manager Strategic Director Transport  
Greater Wellington Regional Council  
PO Box 11646  
Wellington

Dear Tony,

**Submission – Draft Wairarapa Corridor Plan**

We have received a copy of the above plan and would like to submit this request for inclusion in the plan.

Our submission is that we would like you to include provision for an investigation to be undertaken into a new roading link over the Rimutakas. We understand that you are looking at projects for action in the 10-15 years and we accept that **any** new road would not be built within this timeframe. We do however feel that there will come a time, perhaps 20 years hence, when a new road will be seen as necessary, and we believe that planning for this must start now.

The last official review of the road over the **Rimutakas** was undertaken 10 years ago in August 1993, when a number of alternative routes were considered. It resulted in a recommendation that the option of a summit **tunnel** / cut be **further** investigated as it had the highest BC ratio and also that it was in the lower capital cost **range**. It is our **understanding** that this recommendation has not been pursued.

The AA Wairarapa's request is that an investigation into the best alternative route over the Rimutakas be undertaken now, and that when this is **determined**, that the route be earmarked accordingly to preclude any alternative use of the land, until the time is right for the road to be constructed.

We would propose that Regional Development funding be sought for this investigation as there **would** be many regional benefits for a better road link. Some of these would be:-

- . Increased business opporhmities for new and existing ventures
- Better access to the Port of Wellington
- Growth in tourism in the East
- A viable alternative route between Wellington and Pahnerston North
- A more direct route between Wellington and Hawkes Bay and therefore reduced **traffic** volumes on **SH1**
- . Better and safer access for trucking operations, particularly forestry
- Increased business confidence of users resulting from a reliable road that would not be prone to unforeseen closures

We would be pleased to make the submission to the Ministry for Regional Development for funding for the investigation, however we fully realise that before such a request was made we would need to have the support of all interested parties. As an initial step in this process, we see the support of the Greater Wellington Regional Council as being vital to the initiative.

We would also suggest that a new road would be much safer. LTSA crash data show that over the last 5 years there have been 67 reported crashes on the Rimutaka Hill Rd which have a combined cost of over \$12 million. This is an unacceptable statistic and would clearly be significantly reduced with a new road.

We would be pleased if our request could be included in your Wairarapa Corridor Plan, and we look forward to your response.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Handley Thomson', written in a cursive style.

Handley Thomson  
Chairman-AA **Wairarapa** District Council



2

Wellington Regional Council  
11 SEP 2003

10 September 2003

FILE REF	
TP/03/01/07	
Doc. No. 175043	
Referred to	Date/In
Brennan	

Tony Brennan  
Manager Strategic Direction  
Greater Wellington The Regional Council  
PO Box 11 646  
Wellington

Dear Tony

At the last meeting of the Wellington District Council of AA New Zealand the subject of the Wairarapa Corridor Plan was put forward for discussion. On the suggestion of Howard Royds, our representative on the Regional Land Transport Committee, Council resolved to send a submission to Greater Wellington The Regional Council on the draft plan.

The AA New Zealand Wellington District Council wishes to confirm its continued support for the draft of the Wairarapa Corridor Plan. We believe its priority would be strengthened if the importance of safety aspects and increasing traffic levels were emphasised.

Our recommendation is that under the first bullet point in the identified needs and issues (Low population growth in the Wairarapa) should be the insertion of safety aspects for the Rimutaka section of the hill road and that a last point be added that the total traffic numbers with increased forecasts should be added as they are more significant than population growth at present.

The Wellington District Council of AA New Zealand thanks the Wellington Regional Council For the efforts that have been made to consult appropriately with many stakeholders including this organisation.

Yours sincerely

Brian Roberts  
Regional Manager



greater WELLINGTON  
THE REGIONAL COUNCIL

File No: TP/31/77  
11 September 2003

Mr Tony Brennand  
Manager Strategic Direction  
Greater Wellington Regional Council  
PO Box 11646  
Wellington

P O Box 11646  
142 Wakefield Street  
Wellington  
New Zealand  
T 04 384 5708  
F 8020352  
W www.gw.govt.nz

Greater Wellington is the promotional  
name of the Wellington Regional Council

Dear Mr Brennand

### Submission on the Wairarapa Corridor: Masterton to Upper Hutt Plan

Please find attached the submission on the Wairarapa Corridor: Masterton to Upper Hutt plan from the Passenger Transport Committee of the Greater Wellington Regional Council.

Yours sincerely

A handwritten signature in black ink, appearing to read "Dave Watson".

**Dave Watson**  
Divisional Manager Transport

Direct dial: 8020306  
dave.watson@gw.govt.nz

Encl: Submission on Wairarapa Corridor: Masterton to Upper Hutt Plan

BRENNAND 03 09 11

# Submission on the Wairarapa Corridor: Masterton to Upper Hutt Plan

## From the Passenger Transport Committee of Greater Wellington Regional Council

The Passenger Transport Committee of the Greater Wellington Regional Council has the responsibility for implementation of the passenger transport policies and programmes identified in the operative Regional Land Transport Strategy. The draft Wairarapa Corridor Plan identifies two projects prior to 2008 and for beyond 2008 that involves passenger transport. These are discussed below under the headings of rail and bus.

### Rail

#### Comment

Prior to 2008 the current carriages on the Wairarapa passenger rail services need replacement with refurbished BR cars or other suitable rolling stock. The current carriages are wooden framed and not suited to a refurbishment programme. It will also be appropriate to add carriages to the Wairarapa fleet at the same time to provide for additional capacity.

As part of this programme of carriage renewal it is rational to upgrade all station platforms to provide improved access between the platform and the carriages preferably without the need for a ramp or steps.

After 2008 full station upgrades and new stations at Timberlea and Cruickshank Road would be appropriate. The new stations would depend on population growth and associated growth in demand.

### Submission

It is recommended that the Wairarapa Corridor Plan references to passenger rail be reworded as follows:

#### “Projects to 2008

- ⌘ Continuous improvement in the quality and accessibility of passenger rail services on the Upper Hutt-Masterton route to meet the needs of commuters, tourists, those engaging in recreation and those who need to use Regional Health Services including the refurbishment and/or replacement of exiting carriages, the purchase of sufficient refurbished or new carriages to provide at least one extra peak hour service, the upgrade of all station platforms to improve passenger access to carriages.”

## Bus

### Comment

Bus services between Masterton and Featherston provide the corridor with both peak and interpeak passenger transport services. These bus services are not rail connection services. The Regional Council has embarked on a series of bus service reviews that concentrate on ensuring buses provide appropriate access to all local facilities as well as providing connections to other passenger transport services. These reviews contribute to the Council achieving its overall regional sustainability goals and the “Take 10” targets set out in the Long Term Council Community Plan ~~2003-2013~~.

### Submission

It is recommended that the Wairarapa Corridor Plan references to bus services be amended as follows:

#### “Projects to 2008

- Undertake a comprehensive bus service review of the Masterton Town, Masterton to Featherston and Martinborough to Featherston bus services to ensure they are fully contributing to the overall regional sustainability goals and those needing Regional Health Services.”

## Freight

### Comment

Passenger rail services may be at risk if the Wairarapa line is not commercially viable. The proposal to use the line to transport logs and wood products to Wellington will not only reduce the number of heavy vehicles using the Rimutaka Hill Road but will assist in maintaining the viability of the rail line.

### Submission

The proposal to transport logs and wood products by rail is supported,



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Wellington Regional Council  
19 SEP 2003

FILE REF	
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Doc No	15909
Referred to	Date/tra
T Brennan	AWB
A M'Call	

18 September 2003

Tony Brennand  
Manager Strategic Director Transport  
Greater Wellington Regional Council  
PO Box 11646  
Wellington

Dear Tony,

**Comment-Draft Wairarapa Corridor Plan**

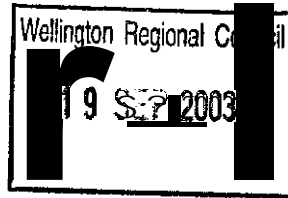
Further to our submission to the above, we would like to make the following extra points that have been raised at our most recent Council meeting.

- 1 We are aware that Transit have their own future plans for the road corridor and would be interested to know if you are planning to include these in your final plan
- 2 In the interests of motorists **travelling** conveniently and safely between Masterton and Wellington, and between towns on **the** way, we believe that any further ribbon development along State Highway 2 should be curbed, to prevent any potential extension to existing journey times.

Thank you

Yours sincerely,

Handley Thomson  
**Wairarapa AA District Chairman**



FILE REF	
TP/03/01/07	
Doc. No. 175906	
Referred to	Date/Int
Brennan AUB	
AMC	
File: 301/60/111	
Ref: BD:kp	

Civic Administration Building  
830-842 Ferguson Drive.  
Upper Hutt  
Private Bag 907, Upper Hun  
Tel: (04) 527-2169  
Fax: (04) 528-2652  
Email: [uhcc@uhcc.govt.nz](mailto:uhcc@uhcc.govt.nz)  
Website: [www.upperhuttcity.com](http://www.upperhuttcity.com)

(5)

Mr Tony Brennan  
Manager Strategic Direction  
Greater Wellington Regional Council  
P O Box 11646  
WELLINGTON

18 September 2003

Dear Mr Brennan

**DRAFT WAIRARAPA CORRIDOR PLAN**

The Council considered the Draft Plan at its meeting held on 17 September 2003. The Council resolved to make a submission in respect of the Plan and approved the attached document as its submission.

B R Dodson  
**CITY SECRETARY**



## UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE DRAFT WAIRARAPA CORRIDOR PLAN

Upper Hutt City Council has considered the Draft Wairarapa Corridor Plan and makes the following comments:

Whilst projects to upgrade State Highway 2 between the Wairarapa and Upper Hutt have less impact on Upper Hutt's residents than similar projects between Wellington and Upper Hutt, Council nevertheless supports the improvements to State Highway 2 proposed **within** the Wairarapa Corridor Plan because of the overall economic **benefits** to the region which are obtained through an efficient **road** network. In particular, Council supports the following projects **being** accomplished **prior** to 2008.

- The design and construction of Muldoon's Comer section of the **Rimutaka** Hill Road.
- Completion of the target 70kmph standard design strategy for the **Rimutaka Hill** Road **with** the **flexibility** to accommodate a lower standard in the more difficult areas. We also support the proposal to maintain continuous improvements on the Rimutaka Hill Road as are currently occurring.

We support the proposal to protect and develop **rail** infrastructure, wagons and facilities for freight and forestry **links** between Masterton and Wellington because of the overall **benefit** that accrues to the Wellington Region if this **link** is maintained.

For the projects beyond 2008 Council supports the continued development and upgrade of the Rimutaka Hill Road and also the construction of **railway** stations at **Timberlea** and Cruickshank Road. However we would point out that this latter project is shown for beyond 2008 in the **Wairarapa** Draft Corridor Plan, but **in** the proposed Hutt Corridor Plan the **timing** is **prior** to 2008. Council therefore requests that the project to construct railway stations at Timberlea and Cruickshank Road be included in the Wairarapa Corridor Plan for projects **prior** to 2008.

The comment upon the differing timing to the **Timberlea** and Cruickshank Road railways stations between two corridor plans highlights the need to integrate all of the corridor plans in the Wellington Region. If a balanced network for all transport options is to be obtained the various **corridor** plans need to be complementary.

**AndreaMcCall**

**From:** Tony Brennand  
**Sent:** Friday, 19 September 2003 16:56  
**To:** Andrea **McCall**  
**Subject:** FW: DRAFT WAIRARAPA CORRIDOR PLAN - SUBMISSION



For you to log in

Thanks

Tony B

Anthony W Brennand (Tony)  
Manager, Strategic Direction, Transport  
Greater Wellington The Regional Council  
PO Box 11 646 Wellington, New Zealand  
Phone+6448020301  
Fax +64 4 802 0352  
E-mail tony.brennand@gw.govt.nz

~~Original Message~~

**From:** Ravi Mangar [SMTP:ravi@swdc.govt.nz]  
**Sent:** Friday, 19 September 2003 4:49 p.m.  
**To:** tony.brennand@gw.govt.nz  
**cc:** hamish@mstn.govt.nz  
**Subject:** DRAFT WAIRARAPA CORRIDOR PLAN - SUBMISSION

Dear Tony,

I refer to your letter of **5 August 2003** and attach herewith South Wairarapa District Council's submission on draft Wairarapa Corridor Plan (we have amended your Draft Plan incorporating our comments).

Please contact me if you require any further clarifications.

Regards

Ravi Mangar  
Manager Works & Services

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*SOUTH WAIRARAPA DISTRICT COUNCIL*

**WAIRARAPA CORRIDOR: MASTERTON TO UPPER HUTT**

**DRAFT CORRIDOR PLAN - SUBMISSION**

**Identified needs and issues**

- ⌘ Significant increase in traffic volumes due to increase in **rateable** properties. Census Tuesday night low population figures don't give the real picture as there is significant number of part-time residents (weekenders).
- ⌘ The importance of continued access to employment in Wellington CBD and the Hutt Valley by Wairarapa residents.
- ⌘ Need to reduce traffic noise within the towns.
- ⌘ Adequate passenger rail frequency for commuters, tourism and recreation
- ⌘ A significant growth in forestry and timber products expected over the next 20 years.
- ⌘ Increase in demand for freight transport to Port.
- ⌘ Growth in tourism.
- ⌘ Increase in recreation and shopping journeys.
- ⌘ Affordable options to increase the Rimutaka Hill Road capacity.
- ⌘ Provision of passing lanes between Featherston / Greytown, and minimum two passing lanes between Rimutaka Summit and existing passing lane on the left side of SH-2 while travelling from Wellington to Featherston.

**Projects to 2008**

***Reading***

- ⌘ Replacement of Waiohine River Bridge
- ⌘ Reduce the traffic noise in the towns using appropriate surface materials (eg asphaltic concrete), and erecting "no air-brake signs".
- ⌘ Construct improvements on the Kaitoke Hill Road (\$10 million).
- ⌘ Complete a target 70kph standard design strategy for the Rimutaka Hill Road, recognising that a lower standard will apply to some difficult terrain sections.
- ⌘ Complete design and construction of the "Muldoons Comer" section of the Rimutaka Hill Road.

- ⌘ Maintain continuous improvements on the Rimutaka Hill Road to meet the underlying growth in traffic excluding the demands of forestry and timber products.
- ⌘ Construct passing lanes between Featherston / Greytown, and minimum two passing lanes on the left side between Rimutaka Summit and existing passing lane south of Featherston while travelling **from** Wellington to Featherston.
- ⌘ Extend the seal on rural roads by seeking higher subsidy for roads of special economic development significance relating to tourism and logging.

### *Railfreight*

- ⌘ To protect the roads **from** forestry and freight traffic, to protect and develop rail infrastructure, wagons and facilities for freight and forestry links between Masterton and Wellington.
- ⌘ Investigate and if feasible develop a log transfer and storage site at Waingawa.

### *Public Transport*

- ⌘ Continuous improvement in the quality and accessibility of passenger rail services on the Upper Hutt – Masterton route to meet the needs of commuters, tourists and those engaging in recreation, including the refurbishment or replacement of all substandard passenger carriages.
- ⌘ Provide connecting bus services as required.
- ⌘ Disability transport to hospitals.

### **Projects for Beyond 2008**

- ⌘ Investigate and if possible develop a log transfer and storage site at Featherston.
- ⌘ Continue to develop the Rimutaka Hill Road 70 kph standards.
- ⌘ Extend the seal on rural roads of special tourist or forestry significance.
- ⌘ Provide connecting bus services as required.
- ⌘ Encourage cattle underpasses on state highways by increasing Transfund subsidy.
- ⌘ Widen bridges on SH-53 (Ruamahunga and Tauherenikau)
- ⌘ Continuous improvement in the quality and accessibility of passenger rail services on the Upper Hutt – Masterton route to meet the needs of commuters, tourists and those engaging in recreation, including the refurbishment or replacement of all substandard passenger carriages.
- ⌘ Upgrade railway stations on the corridor.

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Wellington Regional Council  
22 SEP 2003

FILE REF-	
TP 103101107	
Doc. No. 176041	
Referred to	Date/Int
T Brennan	AMB
A Mc Gill	

7

19 September 2003

Tony Brennand  
Manager, Strategic Direction, Transport  
Greater Wellington  
P O Box 1 I-646  
Wellington

Dear Tony,

**Re: Draft Wairarapa Corridor Plan**

Please find below the submission from Go Wairarapa to the Draft Wairarapa Corridor Plan.

As the Wairarapa region's economic and tourism development agency, we have taken a great interest in the whole issue of transport access into and out of the region as well as the internal transport links that exist. The provision of efficient and effective transport links is vital for the economic prosperity of the region and as an exporting region this is doubly true.

**Identified Needs and Issues**

1. We do not believe that the low population growth shown by Wairarapa is highly relevant to the issue of the Corridor Plan. The locally generated traffic that is internal to the region is only a minor part of the overall traffic flows as the bulk is generated by the fact that we are on State Highway 2 and that we have large volumes of goods and people moving in and out of the region.

These points and the increasing volumes of this traffic are acknowledged in the rest of the "Needs and Issues" section.

2. The rest of the issues identified are a good summary of the key drivers of transport needs, It does need to be **recognised** that these drivers all involve access into and out of the region AND local traffic within the region. While this is a Corridor plan, it should not neglect to address the feeder roads to the corridor.

1 10 Dixon Street, P.O. Box 674, Masterton, New Zealand  
Telephone (+64) 06 370 0900 Fax (+64) 06 378 8451  
[www.govairarapa.com](http://www.govairarapa.com)

Marlborough Visitor Centre  
18 Kitchener Street  
Marlborough  
Ph: (06) 306 9043  
Fax: (06) 306 8033

Masterton Visitor Centre  
5 Dixon Street  
Masterton  
Ph: (06) 377 7577  
Fax: (06) 378 7042

3. One issue that may drive increased traffic volumes in the medium to long-term is a regional irrigation project that is designed to irrigate 30,000 ha of the central valley. This will allow an intensification of **landuse** and is likely to result in more horticulture and dairy production. Both of these land uses generate regular heavy traffic particularly the dairy industry.
4. It is clear that the interests of Greater Wellington in terms of Wairarapa's transport needs are focused on the links to Wellington urban area, but these are not the only links Wairarapa has. It is suggested that the Regional Council has some role in linking the Corridor Plan with the equivalent plan that exists for the main corridor that runs north to Hawkes Bay and across to Manawatu.
4. In summary, the main issues are the poor quality of the road link to the south over both the Rimutaka Hill and the Kaitoke hills, the increasing competition for space on this road between commercial (trucks, etc) and leisure (cars, campervans, etc) and the uncertainty over the rail link and its ability to handle some of the commercial traffic.

## Projects to 2008

### ☞ Kaitoke Hill Road Improvements

It is very pleasing to see the improvements underway and it is believed that they will make a significant psychological difference to the route between Wellington and Wairarapa. The gains made should be used as an example of the benefits that could be achieved by major improvements to the Rimutaka Hill road.

### ☞ Rimutaka Hill Road

The completion of the design for the Hill road to a 70 kph standard is urgent and needs to be completed as early in the period to 2008 as possible. The issues around achieving RMA consent and also any land purchase issues also need to be resolved as early as possible so that, in effect, the project is ready to proceed should the funding become available.

This is important as the order of projects funded by Transfund can change and those projects that are "ready to go" can move up the list as others encounter timing delays.

Irrespective of this issue, the inclusion of both the design AND construction of "Muldoon's Corner" is very positive as it is clear that this particular part of the road is the most urgently in need of a remedy.

We would question the statement that the demands of forestry and timber products should be excluded from the equation for continuous improvements. It is very unlikely that all forestry and timber products will be able to travel by rail even if the service is secured and enhanced. It must also be remembered that logs and timber travel both ways over the Rimutaka Hill and so there needs to be some account taken of this form of traffic on the road as the design and improvements are made.

There is also the issue of trucks that deliver their product to Wellington and then come over the Rimutaka Hill to Wairarapa empty to collect a back load to deliver north.

These two factors mean that rail cannot replace all heavy traffic on the hill road and the need to make major improvements is very high.

#### *2.2* Passing Lanes and Bridges

Both of these issues will become more important as the volumes of commercial and leisure traffic increase. The Waiohine River bridge is an urgent issue as has been recognised by naming it specifically.

An allied point to the issue of passing lanes is the idea of commercial traffic bypasses to avoid the need for trucks, etc to move through the centre of the towns which straddles the Highway.

It is suggested that the investigation of the feasibility of such a series of bypasses be included in the Corridor Plan.

#### *2.2* Extending Seal

The importance of feeder local roads to the main corridor is mentioned above and the inclusion of this point in the Corridor Plan is supported.

Go Wairarapa, using its strong links into the key sectors of the economy, would be pleased to be involved in the identification of the relevant roads for sealing.

#### *2.2* Rail Freight

While it is recognised that the ownership and future direction of the rail network is uncertain at the present time, it is clear that whatever happens there is a need to secure and enhance the rail links for both freight and passenger transport.

The concept of forming relationships with commercial partners so that both partners can achieve their aims is supported.

However, any projects or plans that are developed must be based on a commercial model and not be designed on the basis of an ongoing subsidy.

This applies to the rail freight infrastructure in general as well as the specific issue of the log transfer site.

This sort of idea is likely to be supported by the "Alternative to Roothing" funding programme of Transfund.

Public Transport

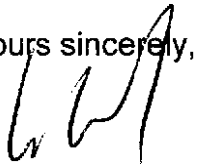
This issue is also bound up with the ownership and operational issues surrounding the fate of **TransRail**.

However, like the freight issue the issues of securing and enhancing the services is very important.

In closing, Go Wairarapa is supportive of the general themes outlined in the Draft Corridor Plan and see it as a vital cog in the overall economic development strategy for the region.

By establishing the ideas and specific projects in the Regional Land Transport Strategy, the region has a much greater chance of securing the necessary Central funding to allow progress to be made.

Yours sincerely,



Geoff Copps  
**Project Director**

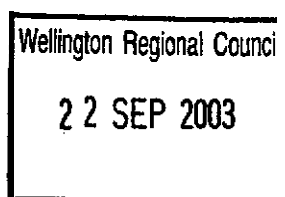




MASTERTON DISTRICT COUNCIL  
SERVING THE COMMUNITY

64 Chapel Street  
PO Box 444  
MASTERTON  
DX PA 89022  
Tel: (06) 378.9666  
Fax: (06) 378.8400

In reply please quote: 160.01



19<sup>th</sup> September, 2003

Tony Brennan,  
Greater Wellington the Regional Council  
PO Box 11-646  
WELLINGTON

FILE REF	
IP 103/10/107	
Doc. No. 176064	
Referred to	Date/Int
T Brennan	AND
A Mccoll	

8

Dear Sir,

**DRAFT WAIRARAPA CORRIDOR PLAN (2003-2008) -SUBMISSION**

The Council's Roding and Recycling Task Group reviewed the Draft Wairarapa Corridor Plan at a meeting on 15<sup>th</sup> September.

It was noted that 'the significant growth in forestry' and 'the demand for freight transport had been identified in the needs and issues but the investigation into an eastern bypass of Masterton and its implementation subject to the outcome of the investigation was not listed in the project schedule.

A Forestry Impact Roding Review and an Investigation into Eastern Bypass Options are seen as having a fundamental material link to the Wairarapa Corridor Study. The outcomes will provide a large part of the freight demand data and strategic route data required to support corridor planning.

The issues were discussed at the meetings of key stakeholders with an interest in the Wairarapa transport corridor on 21<sup>st</sup> September 2000 and again on 2<sup>nd</sup> April 2000 chaired by Councillor Terry McDavitt.

These links are similar to those recognized as existing between the Wairarapa corridor and Hutt corridor which ensure consistency and continuity between plans.

In the schedule of strategic projects of the 2003 Masterton District Council Long Term Council Community Plan provision is made for an Eastern Bypass for the 2006/07 financial year.

The Task Group wish to request the inclusion of the Eastern bypass in the schedule of projects to 2008 in the Draft Wairarapa Corridor Plan.

Yours faithfully.

H.J. Pringle  
MANAGER ENGINEERING CONSULTANCY

## Draft Corridor Plan

### Wairarapa Corridor: Masterton to Upper Hutt

This corridor follows the current state highway 2 from Upper Hutt over the Kaitoke and Rimutaka Hills through to Masterton.

#### Identified needs and issues

- *Increase in traffic volumes due to increase in **rateable properties**.*
- *Low population growth in the Wairarapa which inhibits local economic growth and suggests access to the 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 SH2 and SH53*
- *A significant growth in forestry and timber products expected over the next 20 years.*
- *Increase in the demand for freight transport to the Port.*
- *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 the 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 capacity.*

These needs and issues were used in the analysis process to identify the following short and long term proposals.

## Projects to 2008

### Roading

- Construct improvements on the Kaitoke Hill Road (\$10 million).
- Complete *the long term design* for a target 70 kph standard ~~design~~ 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.*
- Complete design and construction of the “Muldoons Comer” section of the Rimutaka Hill Road.
- Maintain continuous improvements on the Rimutaka Hill Road to meet the underlying growth in traffic excluding the demands of forestry and timber products.
- ~~Develop passing lanes on the Featherston-Masterton Road and bring all bridge structures up to required standards, including the early replacement of the Waione River bridge.~~
- *Investigate the need for heavy traffic bypasses of the townships on SH2 from Masterton to Featherston.*
- Extend the seal on rural local roads of special tourist or forestry significance where cost effective.

### Rail freight

- Protect and develop rail infrastructure, wagons and facilities for freight and forestry links between Masterton and Wellington by partnerships between commercial interests and service providers.
- ~~Investigate, and~~ if feasible develop a log transfer and storage site at Waingawa as a commercial partnership.

### Public transport

- Continuous improvement in the quality and accessibility of passenger rail services on the Upper Hutt-Masterton route to meet the needs of commuters, tourists and those engaging in recreation, including the refurbishment or replacement of all substandard passenger carriages.
- *Undertake a comprehensive review of passenger transport services within the Wairarapa including the needs of specific groups within society such as the disabled and the transport disadvantaged.*
- ~~Provide connecting bus services as required.~~

## Projects for Beyond 2008

- Continue to develop the Rimutaka Hill Road to 70 kph standards.
- Develop additional passing lanes on the Featherston-Masterton Road.
- Extend the seal on rural local roads of special tourist or forestry significance where cost effective.
- *Widen the bridges on **Ruamahanga River and Tauherenikau River on SH53.***
- Investigate, and if feasible, develop a log transfer and storage site near Featherston.
- Upgrade railway stations on the corridor.
- ~~Construct railway stations at Timberlea and Cruickshank Road.~~
- Continuous improvement in the quality and accessibility of passenger rail services on the Upper Hutt-Masterton route particularly to meet the needs of commuters, tourists and those engaging in recreation.
- Provide connecting bus services as required.

DRAFT