

# Wellington Regional Freight Transport Study

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[Prepared for Greater Wellington Regional Council by Warwick Walbran Consulting]

## Executive Summary

Greater Wellington is interested in the efficient transport of freight within the region and has commissioned the Wellington Freight Movements Study to consider the physical infrastructure constraints to the efficient movement of freight within, to, from and through the region.

This work has reinforced the nature of freight transport as a part of a logistics chain. Goods have little value unless they can be transported and utilised at locations and times where they provide economic benefit. Consideration of the intertwined nature of industrial land use, commercial land use and freight transport and the extremely high degree of interconnectedness between them is absolutely vital to achieving a freight transport-planning outcome that enhances the region's economy.

Desire lines plotted from heavy vehicle counts undertaken for this study revealed a very high degree of interdependency between the industrial activities undertaken in the various territorial authorities in the region. This interdependency is particularly strong between the Wellington CBD, Gracefield/Petone and Porirua, the links between these areas have been termed the **Golden Triangle** in this report.

Economic analysis has revealed that expenditure of an additional \$200 million on transport infrastructure is expected to result in increased regional output of \$850 million pa, an increase in regional employment of 5,500 FTEs and an increase in regional household income of \$200 million pa.

Improvements to the medium and short haul freight transport network should be focused on improving the strategic road network and in particular the **Golden Triangle**. Priorities include:

- Grenada – Gracefield Road Link;
- Upgrade SH1 and SH2 between Petone, Porirua and CentrePort
- Support the development of a log transfer site at Waingawa
- Protect and develop rail infrastructure, wagons and facilities for freight and forestry links between Masterton and Wellington.

Improvements to long haul freight transport may be worthwhile and should be focused on rail, in particular:

- Further investigation of North/South junction;
- Further investigation of Kai Iwi tunnels;
- Support the development of a log transfer site at Waingawa, Marton and Wanganui;
- Protect and develop rail infrastructure, wagons and facilities for freight and forestry links between Masterton, Marton, Wanganui and Wellington.