

## What is happening to parking?

### VIVIAN STREET

- Between Willis and Cuba Streets

There will be no parking on the left-hand side travelling down Vivian Street, but some additional parking will be added to the right-hand side.

- Between Cuba Street and Cambridge Terrace

There will be no parking on the right-hand side travelling down Vivian Street, but all existing parking on the left-hand side will remain.

### GHUZNEE STREET

Ghuznee Street will no longer be part of SH1, so additional parking will be provided without affecting traffic flow.

### BULLER STREET

As Buller Street becomes two-way there will be alterations to permitted parking and some additional off-street parking will be provided.

## How will the Bypass affect public transport?

The Bypass will provide the opportunity for public transport to be improved in a number of ways. It will:

- Move commuter traffic away from the inner city, giving buses more space and less traffic to contend with and
- Reduce public transport delays, particularly along the Taranaki and Ghuznee Street route which will no longer be a state highway.

The Bypass will also relieve pressure in a number of other areas allowing the development of other public transport schemes as outlined in the Wellington Regional Council Land Transport Strategy. These include:

- Enhanced traffic management to improve pedestrian and vehicle flows,
- Improved bus priority through CBD traffic,
- Enhanced bus/rail interchange,
- Improved pedestrian links to the CBD.

And for those who like to cycle or walk around town or to work, it provides a shared pedestrian/cycle pathway along the length of the new route.

For more information on any changes to your bus route, contact Metlink on 0800 801 700 or [www.metlink.org.nz](http://www.metlink.org.nz)

For a fast link to the Transit NZ website use [www.wicb.co.nz](http://www.wicb.co.nz) to get the latest information on the new Bypass.

## Why do we need the Bypass?

There are many reasons, including:

- It will be a safer and more efficient way to get around and across town,
- It will support better public transport routes,
- It will give pedestrians and cyclists a better route,
- It will help preserve the heritage of the area,
- There will be fewer delays to people travelling across and through the city.

However, the Environment Court Decision September 1998 summed it up best:

"The worth of the project is not to be measured just in one benefit (such as time savings). It is made up of a combination of inter-related benefits ranging from relief of traffic congestion in the Terrace Tunnel, to better pedestrian environment in Ghuznee Street and elsewhere, to preservation of heritage buildings, and to the reduction of traffic flow along the waterfront. The bypass proposal therefore needs to be regarded as part of the overall traffic network providing benefits throughout, rather than focusing on localised 'benefits' or perceived disadvantages to Te Aro."



13 Tonks Avenue - just one of the many heritage buildings preserved as part of the project.

## Contact us

### Transit New Zealand

Jonnette Adams, project manager  
Andree Kai Fong, communications adviser  
PO Box 27 477, 186-190 Willis Street, Wellington  
Phone: (04) 801 2580  
email: [innercitybypass@transit.govt.nz](mailto:innercitybypass@transit.govt.nz)

### Fulton Hogan

Richard Fulton, project manager  
Helen Pinson, public liaison coordinator  
PO Box 27 144, 81 Abel Smith Street, Wellington  
Phone: (04) 803 4140

## WELLINGTON INNER CITY BYPASS

# Construction Newsletter

Issue 13 / February 2007

## Are we there yet? - The Bypass project so far

The new northbound route of the Wellington Inner City Bypass opened on Thursday 28 December with all users becoming familiar with the altered route.

We are not finished yet. This was only the first half of the project and the full benefits to the traffic network will not be realised until after the new southbound route for the Wellington Inner City Bypass opens in March.

Please be patient, we need some time to settle into the new travelling patterns of motorists, so we will be monitoring and altering the traffic signal timings to meet the changing needs of motorists.

The new Vivian Street off-ramp will open at approximately 6am on Sunday 25th March and the traffic flow on Vivian Street reversed to southbound from the Terrace Tunnel through to Taranaki Street.

At the same time Buller and Ghuznee Streets will revert to two-way inner city streets.

Works are well underway in Vivian and Ghuznee Street to alter their respective intersections with Willis, Victoria, Cuba and Taranaki Streets. There are also minor changes to the intersections at Dunlop Terrace, Knigges Avenue, Leeds and Marion Streets.

We will be resurfacing the majority of Vivian Street, however, as there will be some time between resurfacing and reversing the traffic between Victoria and Taranaki Streets, some road markings may be temporary. Please take care when travelling along this section of Vivian Street. New markings will be laid with the revised parking changes (see back page for details).

## Success with Public Open Days

More than \$5000 was raised for the Karori Wildlife Sanctuary during the Inner City Bypass Walk the Bypass weekend last year.

Many members of the public, young and old, took the once in a lifetime opportunity to walk the northbound route of the bypass at the end of last year.

Here are some of their comments:

"A worthy project - both the new road and the buildings."

"Lived in this area for 54 years and think it is great."

"Great job - well done."

"Didn't like the idea - but now - lovely."

"Hurry up and finish it."

Our thanks to Wellington Rotary Clubs for organising and manning a couple of great days.



It will be some years before these young lads officially drive on the Bypass again!

## New Southbound route - Vivian Street

The southbound route for the Wellington Inner City Bypass will open on Sunday 25th March when the new Vivian Street off-ramp is opened at approximately 6am. As a result traffic flow on Vivian Street will be reversed to southbound from the Terrace Tunnel through to Taranaki Street, and continues on to Cambridge Terrace.

At the same time, the length of Ghuznee Street will revert to a two-way, inner city street.

Please read and note the messages on all signs, which will be used to assist you to adjust to the new changes in direction.

### Vivian/Willis Street intersection

There will be three lanes at the intersection with Willis Street - a dedicated left-hand lane to turn left on to Willis Street (city) and two to continue down Vivian Street. Willis Street remains one-way.

### Vivian/Victoria Street intersection

There will be three lanes at this intersection, although the left-hand lane will split into a dedicated left-hand lane to turn left on to Victoria Street (city) and a lane to continue down Vivian Street. The centre lane will be for straight ahead and right turn onto Victoria Street (Brooklyn), with the right-hand lane for turning right on to Victoria Street only. Victoria Street remains one-way.

### Vivian/Cuba Street intersection

Vivian Street will have two lanes at this intersection - a left-hand lane for either turning left on to Cuba Street (city) or continuing on Vivian Street and a right-hand lane for either turning right on to Cuba Street (Te Aro) or continuing on Vivian Street. Cuba Street remains one-way on the left of Vivian, and two-way to the right.

### Vivian/Taranaki Street intersection

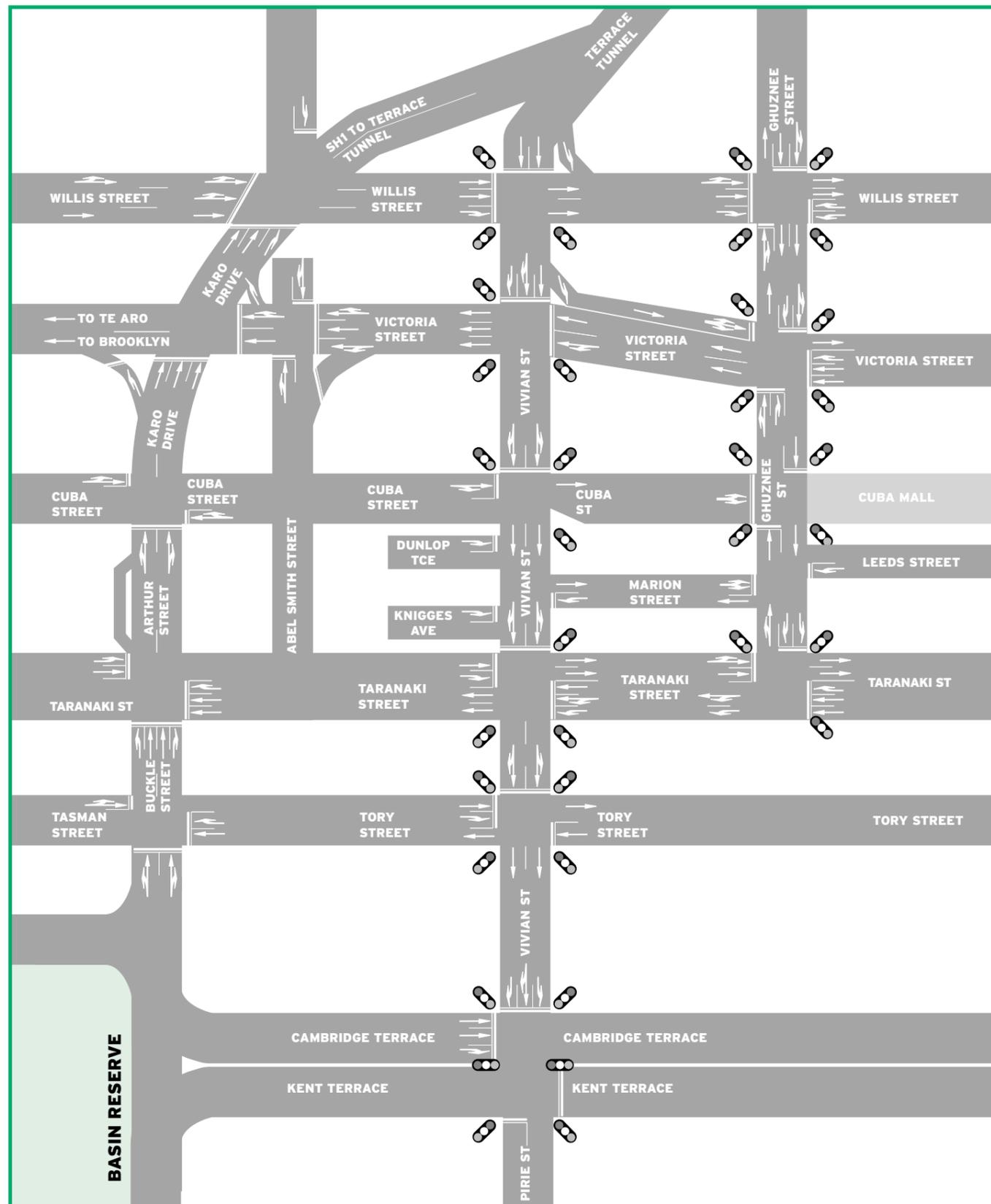
Vivian Street will have two lanes at this intersection - a left-hand lane for either turning left onto Taranaki Street (city) or continuing down Vivian Street and a right-hand lane for either turning right onto Taranaki Street (Newtown) or continuing down Vivian Street. Taranaki Street remains two-way.

### Vivian/Tory Street intersection

This intersection is unaltered retaining its two lanes. Tory Street also remains two-way.

### Vivian/Cambridge Terrace intersection

There will be three lanes at this intersection - a dedicated left-hand turn lane onto Cambridge Terrace (city), a centre lane for either straight onto Pire Street or turning right on to Kent Terrace (Newtown) and a dedicated right-hand turn lane on to Kent Terrace (Newtown).



## Ghuznee Street

As the whole length of Ghuznee Street reverts to a two-way, inner city street, its intersections with The Terrace, Buller, Willis, Victoria, Cuba, Marion and Taranaki Streets will be altered to allow traffic to turn both right and left onto Ghuznee Street.

Vehicular access to The Terrace will be via Ghuznee Street, instead of the current Vivian, Buller, Ghuznee Street route.

## Buller Street

The whole length of Buller Street will also revert to a two-way, inner city street. Buller Street will no longer be the route to The Terrace. Motorists will be able to gain access to this street from Ghuznee St and upper Vivian Street off The Terrace.

## Cross city traffic - take care at altered intersections

Traffic using The Terrace, Buller, Willis, Victoria, Cuba, Marion and Taranaki Streets will encounter altered intersections when the traffic flow on Vivian Street is reversed and Ghuznee Street reverts to a two-way inner city street.

All motorists, pedestrians and cyclists who currently use these existing roads may wish to study the plan in order to familiarise themselves with the new intersection layout. Road users may also want to plan future routes once the new southbound section is open and the project finished.

### Willis/Vivian Street intersection

Willis Street will have three lanes at this intersection - two for continuing on Willis Street towards the city and a right-hand lane for turning right on to Vivian Street.

Please note that there will be no left turn on to the Vivian Street bridge for motorists as vehicular access to The Terrace will be via Ghuznee Street. Pedestrians and cyclists will still be able to use the footpath.

### Victoria/Vivian Street intersection

There will be two lanes at this intersection - the right-hand lane for continuing on Victoria Street towards Brooklyn and a left-hand lane for either turning left on to Vivian Street or continuing on Victoria Street.

### Cuba/Vivian Street intersection

There will be a single lane at this intersection to either continue towards the city or turn right on to Vivian Street.

### Marion/Vivian Street intersection

Marion Street will also have a single lane, which will be left turn only.

### Dunlop Terrace/Vivian Street and Knigges Avenue/Vivian Street intersections

There will each have a single lane which will be right turn only.

### Taranaki/Vivian Street intersection

Traffic travelling towards the city will have two lanes at this intersection. One for continuing on Taranaki Street and a lane for turning right on to Vivian Street.

Traffic travelling towards Newtown will have three lanes. The right-hand lane will be for continuing on Taranaki Street, the middle lane for either continuing on Taranaki Street or for turning left on to Vivian Street, and the left-hand lane for turning left on to Vivian Street.

### The phasing for the pedestrian crossings at this intersection will also change.

Currently traffic is halted in all directions and pedestrians are able to cross this intersection diagonally if they wish. This will change when the new traffic signal phasing is adjusted for the altered intersection which will only allow pedestrians to cross individual streets, not diagonally.