



April 2004

## Transport Futures

### AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

*This summary is produced by the Regional Land Transport Committee Chairperson to provide members, Mayors, Officers and others interested with a quick summary of recent RLTC proceedings. It is a basis for reporting back to agencies, not an official minute of the meeting.*

#### List of Major Roading Projects

The finalised list largely followed the recommendations of the technical group. As in 2003, Muldoon's Corners was promoted - this time to fifth on the list. The relative rankings of Western Link Road and Dowse to Petone were maintained, but only just after a strong case from the Hutt City Council. The Regional Land Transport Committee (RLTC) noted the view that "completion of Transmission Gully early planting" was an odd inclusion in the list.

Large Project Priorities	2004 Recommended Rank
Inner City Bypass	1
TGM early planting	2
Western Link Road – stage 1	3
Dowse to Petone	4
Rimutaka corner easing (Muldoons)	5
Basin Reserve interchange	6
SH2/58 grade separation	7
Haywards – SH2 to summit 4 laning	8
Western Link Road-stage 2	9
Melling interchange	10
Tawa interchange	11

The technical group had prepared a ranked list of projects/packages not ready for inclusion in the "to construct" list but still needing resources allocated so they could be prepared for eventual entry into that list.

Discussion centred on the appropriate wording for the first entry and the RLTC endorsed the Western Corridor package. The name change signals a need for resources for a wider scope of investigation, and the ranking signals a region wide perception of urgency.

Masterton bypass was added to the list and the Rimutaka 70kph design work was also promoted in the list. Other name changes reflected RLTC absorption of recent Transfund presentations.

#### Potential Project Priorities 2004

Project	2004 Recommended Rank
Western Corridor package investigation	1
Petone to Grenada	2=
Ngauranga to Aotea Quay capacity	2=
Petone – Ngauranga package investigation	2=
Rimutaka Hill 70kph	5
Valley Floor connector	6=
Peka Peka to Poplar 4 laning - stage 1	6=
Improve routes between Hutt & Kapiti/Porirua	6=
Waikanae rail/road/town centre package	6=
Whitford Brown grade separation	6=
Paekakariki intersection & flood prevention	11
Aotea Quay off-ramp re-alignment	12
SH2/Kelson grade separation	13
Masterton heavy vehicle bypass	14
SH1 Paekakariki – Otaki passing lanes	15

#### Greater Wellington Reviews Transmission Gully Proposal

Greater Wellington Regional Council will review its options for the Transmission Gully and the region's Western Corridor projects with the intention of achieving a final proposal to take to the Government by the end of this year.

This follows Transit New Zealand's latest cost estimate for the project released today.

Regional Council Chairperson, Margaret Shields says she is disappointed at the high costs quoted by Transit New Zealand and the difficulties these created for the Regional

Council, who were trying to move forward in finding a solution to reduce delays and secure a strategic route in and out of Wellington.

“I do not believe the costs need to be this high – we don’t need an autobahn in this country. We need a high standard highway, one which is more appropriate for, and better suited to, New Zealand conditions.”

Ms Shields said it is important now for the Regional Council and Transit to work closely on a means by which these estimates can be reduced and work advanced.

The Regional Land Transport Committee Chair, Terry McDavitt, also expressed concern over the high cost estimates, saying that the Council and its stakeholders must now urgently address the outstanding issues and quickly reach a conclusion on a proposal.

“Questions to be immediately answered include alternative designs and options, likely benefits and funding sources, and the potential impact of other transport solutions such as bus and rail services, traffic demand management and roading improvements.”

Cr McDavitt said the information required to answer these questions already exists.

## **Transit Release New Cost Estimate for Transmission Gully Motorway**

Transit New Zealand released today a new cost estimate for Transmission Gully Motorway (TGM).

Transit commissioned consultant engineers Beca Carter Hollings and Ferner in August last year to revise the cost of building the 27-kilometre motorway between MacKays Crossing and Tawa.

The resulting report, which was assessed by an independent roading expert, concludes that the expected cost for the project is \$830million.

Regional manager Brian Hasell said: “This figure recognises for the first time the realistic scope, complexity and risks of building TGM. It is not a gold-plated option but rather one that takes into account the sheer size of the project.

“It is also in line with other similar projects such as ALPURT B2 in Auckland. It is, however, difficult to compare it to Wellington projects such as the rural section between Pukerua Bay and Plimmerton as the road there already existed, nor was any new bridging or major earthworks required.”

The main points of difference from the 1998 estimate of \$245m are:

- Further consideration of environmental and route security issues identified the need for greater lengths of bridging (\$186m)
- Interchanges and link roads for the Porirua East connections have now been included in the project cost, as well as changes to the other intersections (\$80m)
- Better understanding of project risks following a systematic assessment across a range of pre-construction and construction activities (\$164m).

The cost also includes property costs, environmental mitigation and tolling facilities, but excludes GST.

Meanwhile, a review of funding options and project benefits, currently being carried out by Greater Wellington Regional Council, is due to be completed next month.

Mr Hasell said: “Now that the expected cost of TGM is clearer, the next step is to have greater certainty on all the land transport improvements that are needed for the movement of people and goods.”

Transit will now work with stakeholders to establish a steering group that will direct a review of the western corridor, from Tawa to MacKays Crossing, including road and public transport options.

The review will also work out how to manage future traffic demand and canvass the views of local communities, as required under the Land Transport Management Act.

Mr Hasell added: “It is crucial that the review develops a long-term plan to establish a sustainable transport corridor encompassing this whole western corridor north out of Wellington. The public transport aspect has always been important, now it is urgent.

“Although the motorway itself would only take three to four years to construct, it is unlikely that the project could be built in anything under 10 years due to the amount of time required for detailed design, planning and land purchase processes.

“In the meantime, we need to provide relief from the existing safety and congestion problems road users are experiencing on SH1. Transit will continue with the current SH1 improvement projects such as the Paremata to Plimmerton upgrade and the MacKays railway overbridge. Construction of the overbridge will begin this year.”

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