



Please Quote Ref: LG/9/WRC
DR:KC991

23 August 2000

Wellington Regional Council
P O Box 11646
WELLINGTON

Attention: Tony Brennand

Dear Sir

REPORT FOR REGIONAL LAND TRANSPORT COMMITTEE

Set out below is a brief report on a number of projects being undertaken by The Wellington Regional Office of Transit New Zealand.

Attached are copies of recent project newsletters, which provide additional background.

State Highway 1: Foxton to Waikanae Strategy Study

The strategy study considers the long-term development of the section of State Highway (SH)1 from Foxton South to Waikanae. To date, the first stage of consultation, which has involved a large number of stakeholders including both the Horowhenua and Kapiti Coast District Councils has been completed. A set of detailed proposals to provide for the eventual provision of four lanes on this section of SH 1 is currently being developed. It is expected that options will be developed through to a full scheme assessment standard to utilise as a basis for on going development, securing necessary funds and to support the application for a Notice of Requirement. It is anticipated that the preferred method of providing four lanes will be resolved near the end of this year.

State Highway 1: Waikanae to Poplar Avenue Strategy Study

The strategy study has been recently awarded and has a similar objective to the Foxton to Waikanae Strategy with the exception that the development of the Western Link Road (WLR) in conjunction with Kapiti Coast District Council (KCDC) has been taken as "given". The study recognises that SH 1 will eventually need to be four laned however in some cases this is likely to be more than 10 years away. Opportunities for 4 laning, particularly in

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Paraparaumu and Waikanae are becoming more limited so establishment of the necessary planning protection is now prudent.

**State Highway 1:
Hadfields Road to Peka Peka Road**

This section of SH 1 has a relatively high accident rate, due in part to the reverse curves which are a feature of this otherwise straight section of state highway.

An improvement scheme involving some realignment and new right turn bays for has been developed which is consistent with ultimate four laning of this section of highway.

Transit has recently lodged the necessary planning consent applications, and land purchases underway. It is anticipated that construction of this \$1M project will commence as soon as the extra activities are complete.

**State Highway 1:
Lindale to Nikau Palms Drive North of Paraparaumu**

This project addresses the high accident rate at the entrance to the Lindale Tourist Complex, together with rationalising the (currently) relatively low traffic cross road intersection at Ventnor Drive / Nikau Palms Drive. The proposal involves construction of an underpass for the connecting two side roads, with full turning movements provided for by on/off ramps. The high quality access will also provide for all turning movements in and out of the Lindale Tourist Complex, with the existing entrance being closed once development is complete.

This \$2M project is currently processing through the planning consent process, and land purchase is currently underway. Construction is programmed to start in early 2001.

**State Highway 1:
Poplar Avenue to MacKays Crossing (Raumati Straight)**

This \$2.3M project is ready for construction, with a funding application with Transfund. It is anticipated that the project will be advertised in the first half of September. Construction of the widened carriageway, together with a median barrier is expected to take 18 months.

**State Highway 1:
MacKays Crossing**

Applications for the NOR and resource consent applications will be made this month for this \$12.1M project. The project will provide for four lanes across the North Island main truck rail line, and its two-stage construction will provide the northern termination of the Transmission Gully Motorway (TGM). The first stage provides for the rail crossing, with the new alignment crossing the rails some 200 metres north of the existing crossing, and the route rejoining SH 1 on the first long straight south of the existing crossing.

Stage 2 comprises a section of highway, which loops into the Sang Sue Gardens, then crosses SH 1 at right angles towards the Wainui Saddle. This stage would be constructed as part of the TGM.

It is anticipated that tenders for construction will be called late next year. Construction of this project will be technical challenging due to the very poor ground conditions, involving in some places layers of peat up to 12 metres deep. Protection of the Department of Conservation wet land immediately south of the existing crossing has been allowed for within the project.

**State Highway 1:
MacKays to Pukerua Bay**

Two multiple fatalities which occurred on 21 July 2000 has resulted in the historical accident rate being exceeded, notwithstanding that only part of 2000 has lapsed. This has resulted in Transit acting swiftly to reduce the speed limit at Beach Road to 80 Km/h to increase awareness by motorists of the intersection. While accident analysis and direct covert speed measurement confirms that average vehicle speeds are well below 100km/hr Transit is urgently investigating a number of possible measures which will make this section of highway particularly conspicuous for motorists such that they will improve their behaviour on this section of SH 1. Any reasonable measures are being investigated, including conspicuous signage and road marking, a reduction in the speed limit, camera surveillance etc. These will be reported to, and implementation of preferred measures resolved, in October.

**State Highway 1:
Pukerua Bay to Plimmerton**

This \$9.3M project is proceeding on programme for completion in August 2001. Approximately 40% of the earthworks are complete and are progressively moving south from the current focus of activity near Airlie Road. When complete this 3.7 km section of four lanes with median barrier will significantly improve their safety on this section of SH 1. Porirua City Council (PCC) have funded construction of an off road cycleway between the highway and the Taupo Swamp which will be constructed as part of the contract works.

**State Highway 1:
Plimmerton to Paremata**

Transit has recently reached agreement on conditions related to construction of the four lanes and cleat-ways / high occupancy vehicle lanes along this 4.1km section of SH 1. This agreement resolves appeals to the Environment Court by both of these agencies.

Remaining appellants comprise the Paremata Residents Association, Plimmerton Residents Association, Transmac and a small group of landowners in Mana. The Environment Court Hearing to finally resolve the Notice of Requirement commences on 28 August.

The \$18.4M project will relieve the regions single biggest traffic bottle neck, in the Wellington region and assuming a successful Environment Court outcome, completion of construction is expected to be in 2002/2003 year.

**State Highway 1:
Whitford Brown Intersection**

Transit is currently undertaking a detailed investigation to consider options for grade separation of this interchange. The result is expected to be reported in November. Accident reduction is the primary focus for this project, however improvement to southbound traffic flows will also result. The application of high friction surfacing at the approach to the southbound traffic signals over a year ago have improved the accident records significantly, however the safety record is still capable of further improvement with development of an interchange. Evaluation of options will recognise both the early and later construction of the TGM.

**State Highway 1:
Ngauranga Gorge Advanced Traffic Management System**

This \$5M project is detailed in the attached brochure.

It is anticipated that commissioning will occur in the first week of October. Members of the committee will have noticed the erection of large gantries to hold the variable message signs, and poles with cameras to provide for surveillance of the area. During commissioning, the highway will be maintained at 80km/h during times of light traffic flow then once the commissioning has been completed it is anticipated that low flow conditions will be subject to 100km/h speed limit.

**State Highway 1:
Ngauranga to Aotea Movable Lane Barrier**

Terms of reference for the detailed scheme assessment being developed in conjunction with Wellington City Council (WCC) at present. The terms of reference recognise that the WCC street network has only limited ability to accept traffic at a faster rate during the morning peak, and provision of traffic demand at this faster rate can have significant consequences on the WCC street network if not adequately catered for.

**State Highway 1:
Wellington Inner City Bypass – Stage 2**

Transit has lodged the funding application for the detailed design of this project with Transfund. The project has been independently peer reviewed and shows a B/C of 3.8 based on tangible benefits, and 4.2 including other non-road user benefits. The estimated project cost is \$24M for the civil works, and a further \$8.3M comprising cost of property already purchased by Transit.

Transfund have engaged an independent reviewer to further review the economic analysis of the project. This will be undertaken prior to design funding being released. Subject to this funding it is anticipated that first work on site will occur in the first half of next year.

A detailed agreement has been reached with WCC for their involvement in the project, which focuses on community-related features such as relocation of heritage buildings and city streetscape.

**State Highway 1:
Basin Reserve**

Transit is currently consulting with key stakeholders and interested parties on the long-term future of the Basin Reserve. This recognises that the existing layout is subject to increasing, and conflicting demands which will put progressively more pressure on the existing infrastructure.

The Traffic signals at the Basin Reserve have made a significant improvement to traffic safety, in particularly in the area of the schools in Dufferin Street. Further overall, delays have been reduced in line with expectations particularly from the tunnel.

**State Highway 2:
Masterton to Carterton Passing Lanes**

These two one kilometre passing lanes were completed in June at an approximate cost of \$800,000.

**State Highway 2:
Mt Bruce to Featherston Strategy Study**

Transit has nearly completed a detailed strategy for this section of SH 2. It identifies the needs of the highway for the next 25 years, and provides a basis for development of further projects, improvements and planning activity in the near future. Consultation has included the respective councils, iwi and key stakeholders. Projects arising from the strategy study will be subject to their own individual consultation and development programme.

**State Highway 2:
Waiohine Bridge**

This relatively narrow highway bridge over the Waiohine River north of Greytown has caused significant adverse comment from road users over the years, however the accident history for the bridge itself is relatively minor, notwithstanding a number of anecdotal reports to the contrary.

The bridge however does provide a constriction in the Waiohine River, and contributes to higher flood levels in the river, and surrounding flood plain north of Greytown.

Transit is working closely with this South Wairarapa District Council (SWDC) and WRC on a scheme to replace the bridge with a wider structure, and create a waterway area to meet the desires of both agencies and the community. A value management workshop held approximately three months ago with key stakeholders has proved worthwhile, and development on various options has continued from that date.

**State Highway 2:
Rimutaka Hill**

Development of SH 2 over the Rimutaka Hill continues with isolated improvements being undertaken where practical. The focus at present is elimination of the very tight bend some 500 metres south of the summit which is the only comer now left on the hill where heavy vehicles regularly track across the centreline due to the narrow carriageway and tight alignment. A retreat into the hillside to provide additional width is feasible, however it is subject to detailed investigation. Funds are now being sought to undertake this, and if they prove the ground conditions are suitable, then further improvement at this site is likely.

**State Highway 2:
Kaitoke Realignment**

This \$10M project was the subject of a planning hearing at Upper Hutt City Council (UHCC) in 1999. Subsequently, two landowners appealed to the Environment Court. One of these appeals has been resolved and the second is progressing well towards settlement. Transit is actively purchasing property on the route and undertaking the necessary detailed design work prior to construction. Transit has purchased one property to date. Assuming purchase of the remaining properties can be completed without undue delays it is anticipated that the project will be advertised for construction in Spring 2001.

**State Highway 2:
State Highway 58 Intersection**

See SH 58 (Haywards) below.

**State Highway 2:
Melling Intersection**

Development of this intersection is expected to be feasible (and fundable) in the 2007 – 10 period. Planning for redevelopment of the intersection is complex, with it being linked to floodway issues on the Hutt River. Hutt City Council (HCC), WRC and Transit will be working closely to identify the impacts on each others infrastructure on this project, however the timing for major improvements is such that sufficiently time is available.

**State Highway 2:
Dowse Drive, Korokoro to Petone**

Consultation for the redevelopment of this section of SH 2 is drawing to a close. Transit anticipates lodging the necessary planning consent applications for grade separation of the Dowse Drive, and Korokoro Intersections in October (?) the value of the work which is expected to be fundable between Dowse and Petone, and proposed to be constructed as soon consents are available and the necessary land purchased is \$M.

State Highway 58:

State Highway 2 Intersection to Harris Road (Haywards)

Transit lodged the Notice of Requirement and related consent applications for this project in July. The project involves reconstruction of the SH 2 / SH 58 intersection to provide full interchange similar in layout to the Mungavin Interchange in Porirua. In order to address the very poor accident record, four lanes with a median barrier is provided for from the SH 2 / SH 58 Intersection westward across the Haywards Summit and to Harris Road which is adjacent to The Britton's house yard. The expected cost of the project is \$24M.

The project derives 75% of its benefits from improvements to safety, with the remainder being from travel times savings afforded by the improved alignment and extensive passing opportunities, plus elimination of delays at the SH 2 / SH 58 intersection.

Public submissions have closed and a hearing is being scheduled. The hearings are being managed by WRC. Consents are also required from Hutt, Upper Hutt and Porirua City Council's, the Department of Conservation (in relation to the Belmont Regional Park) and WRC.

State Highway 58:

Pauahatanui Bridge

Pre construction planning and property purchases is now complete for this project. Transit is awaiting release of construction funding from Transfund which will allow for this \$2.5M project to be advertised for physical works. The project provides for the construction of a roundabout some 200 metres east of the existing single lane bridge, and construction of a new two lane bridge across the Pauatahanui Stream.

Transmission Gully Motorway (TGM)

Transit is steadily progressing resolution of a number appeals to the designation arising from the hearing in front of independent commissioners held in 1997. Progress over the last two months has involved a mediation hearing with Tawa Community Board and Brian Warburton (on behalf of himself and others) who appealed on the basis of a preference for the southern termination being at the Tawa Interchange rather than Linden. Resolution of these appeals is progressing slowly.

The other substantial appeal is by the Paremata Residents Association against the provision for eight years of advance ecological mitigation during prior to the commencement of construction. A number of meetings have been held with the Department of Conservation and WRC Policy and Consent staff in order to explore options and methodology for reducing

the time frame for this condition, or agreeing alternative mechanisms to deal with ecological and siltation mitigation.

Transit has held a workshop with key parties to develop an agreed programme for the early construction of TGM route should funding for that purpose become available. This workshop was held on 24 August and aimed at developing the scope and programme for all the pre-construction activities including obtaining remaining consents, property purchase, ecological mitigation, likely procurement methodology for a constructor/toll road concessionaire, and risk associated with each of these activities. The objective is to develop a soundly based programme which clearly identifies key milestones related to early construction.

In broad terms, WRC are responsible for securing the funding required to achieve early construction, while Transit is responsible for delivery of the project at the earliest feasible time, subject to funding. However, in practice there are a number of other interactions between the two agencies due to WRC roles as the manager of regional parks, landowner, consent authority, and utility operator.

Closure

I will be pleased to expand upon any of these notes above, or any other projects not detailed above as the meeting requires.

Yours faithfully



Dave Rendall
Regional Manager