

Please Quote Ref: LG/9/WRC  
DR:GH1682

22 March 2000

Wellington Regional Council  
P O Box 11646  
WELLINGTON

Attachment To Report

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Attention: Tony Brennand

Dear Sir

### **BRIEFING PAPER FOR REGIONAL LAND TRANSPORT COMMITTEE**

Set out below is a report from the Wellington Regional Office of Transit New Zealand (Transit). This updates the committee on a number of projects throughout the Wellington region. Not all projects are included, however I will be happy to provide clarification or comment on additional projects as required at the meeting.

#### **SH1: Te Moana Road Intersection, Waikanae**

Installation of traffic signals was completed in December 1999. Peak holiday period flows, together with some teething troubles related to commissioning and communication links with the signals resulted in significant delays occurring during the pre-Christmas period, and in January. Some minor modifications have been carried out at the intersection, and the signals tuned which has provided a satisfactory level of service.

During times of peak northbound traffic flow, such as some Friday nights or prior to holiday weekends, flow break-down occurs at the merge at the northern end of the northbound passing lane at Waikanae Downs. It is expected that this bottleneck will worsen until such time as a significant proportion of highway traffic is removed by construction of the Kapiti Western Link Road.

#### **SH1: Raumati Straight**

This project comprises the widening of the four lane section from MacKays Crossing north to Poplar Avenue. A median barrier will be provided, with improvements to

the existing intersection at Waterfall Road. Both WRC and KCDC consents are now held, and land issues finalised.

Funding will be sought from Transfund in April for construction of this \$2.6M work. Construction is expected to take 12-18 months, dependant on settlement of the new road shoulders over the soft country to the seaward side of the existing highway.

### **SH1: MacKays Crossing to Linden**

The Transit Authority will resolve a preferred alignment for the MacKays Crossing section of SH1 on 5 April. The work involves construction of a rail overbridge to remove all state highway traffic from the rail crossing, with the existing crossing being utilised only for access to Queen Elizabeth II Park. It is anticipated that application for the designation and WRC consents will be lodged in August. Subject to resolving the consent issues, and securing the necessary land, it is expected that construction could commence mid-2001.

### **SH1 Corridor Strategy**

While this issue will be debated as part of the Western Corridor Implementation Plan (WCIP), Transit's objective is to provide sufficient capacity to provide the urgent capacity relief through Mana, yet retain sufficient flexibility to recognise the uncertain timing of the Transmission Gully route construction.

Transit has reviewed the overall strategy of constructing TGM, and providing interim congestion relief on the existing corridor until such time as that can be achieved. That review has confirmed this strategy is the correct one, and in effect, reiterates the conclusions of the Parliamentary Commissioner for the Environment in 1990.

The WCIP is the subject of a separate agenda paper to the RLTC.

The Environment Court hearing for the Plimmerton to Paremata section has now been scheduled to commence on 17 July 2000. In response to community concerns, particularly those expressed by Porirua City Council (PCC) and the local residents' associations through their appeal to the Environment Court, Transit has reduced the scale of the proposed improvements through Mana in order to minimise property impacts. Transit has consulted with residents' groups and PCC in order to develop a significantly improved proposal which better reflects the uncertain timing of TGM construction, and the desire to minimise impacts of any interim capacity improvement to SH1. The scheme will be promoted by Transit at the Environment Court hearing. The scheme provides for clearways in the peak direction, but avoids property impacts at the signalised intersections by reducing widths where practical.

The scheme has been developed with the objective of providing necessary capacity improvement during peak hours along Mana Esplanade, but in a manner which minimises impacts on adjoining properties. The clearway would operate as a normal parking lane during non-peak traffic flows. However when the additional through lane is required then it will operate as a High Occupancy Vehicle lane. The High

Occupancy Vehicle lane (HOV2 lane) means a lane where the vehicles permitted to use the clear-way are limited by Transit Bylaw to the following types of vehicles:

1. Buses and other passenger service vehicles.
2. Taxis.
3. Private motor vehicles carrying two or more persons.
4. Vehicles utilising the lane for the purposes of turning left into or left out of adjoining properties, commercial accesses or side roads.

The objective of this operation is to make as much traffic as possible run in the lanes closest to the painted median (centre line). This maximises the distance of traffic away from adjoining residential and commercial property, but provides two available lanes where required.

Similar existing HOV2 lanes currently operate in Mt Eden Road in Auckland City, and Onewa Road in North Shore City.

North of Goat Point, it is proposed that only minor modifications be made to Transit's existing Notice of Requirement, as Transit has been unable to identify a scheme which reduces significantly the property impact, yet still provides for the capacity increase required.

### **SH1: Ngauranga Gorge Advanced Traffic Management System (ATMS)**

This project is currently progressing to programme, with the system expected to be operational by September 2000. Currently, most work is being undertaken on the off site manufacture of variable message signs, software development and procedure development with NZ Police.

Over the next two months, the public will notice work in Ngauranga Gorge and it's approaches modifying existing gantries, and installing additional poles and infrastructure to support the ATMS components.

### **SH1: Wellington Inner City Bypass**

Transit expects to forward a funding application to Transfund in April for the detailed design funds necessary to prepare contract documents for the construction of the Wellington Inner City Bypass – Stage 2 (WICB2).

Project costings are within those previously described to the Environment Court. It is anticipated that construction will commence in early - mid 2001.

### **SH1: Basin Reserve Improvements**

Improvements are currently under way to reduce delays and improve safety at the Patterson/Dufferin Street intersection, and outside the St Marks School and Wellington College/Government House entrances. The works are expected to be completed at Easter, and comprise the placing of signals at the Patterson Street/Dufferin Street intersection to better control pedestrian movement, and therefore reduce delays for traffic during peak times.

Transit has recently awarded a professional services contract to resolve a longer term strategy for the Basin Reserve.

### **SH2: Trasses and Readers Cutting Realignment**

This \$750,000 project 14 kilometres north of Masterton was completed just prior to Christmas, with minor clean-up work early this year.

### **SH2: Masterton to Carterton Passing Lanes**

The construction of two 1 kilometre long passing lanes between Masterton and Carterton is currently being constructed, and expected to be completed in early May at a cost of \$800,000.

### **SH2: Waiohine Bridge**

Detailed investigation work is under way into the replacement of the Waiohine Bridge. Transit is working closely with WRC in order to identify benefits which may be provided by an additional floodway area which would accrue to property owners at the northern end of Greytown.

A value management workshop was held on 29 February and included a number of key stakeholders including Iwi and key land owners. It is anticipated that this stage of the investigation work will be reported to stakeholders in mid-2000.

A project newsletter is attached.

### **SH2: Kaitoke to Te Marua**

Transit has received two appeals from landowners against the designation for this \$10M realignment project north of Te Marua. These follow a positive recommendation from Upper Hutt City Council late 1999. It is anticipated that both appeals will be able to be resolved by negotiation. Transit is currently negotiating property purchase on several properties with the expectation that the remaining WRC consents and detailed design can take place during 2000, and physical work be commenced next year.

**SH2: SH58 Intersection**

This project involves the development of an interchange at the SH2/SH58 intersection, and four lanes with a median barrier on SH58 from the SH2 intersection to near the Britton's house removal yard.

Transit will lodge a Notice of Requirement for both projects with Hutt City, Upper Hutt City and Porirua City Councils at the end of April. Some land purchase activity has already occurred.

**SH2: Melling to Petone**

The attached project newsletter details the progress on this project.

**SH58: Pauatahanui Bridge Realignment**

Design work is virtually complete. All necessary consents have now been obtained, and Transit is finalising negotiations with two remaining land owners. It is anticipated the project will go to tender as soon as these have been resolved.

Yours faithfully



D.R. Rendall  
REGIONAL STATE HIGHWAY MANAGER

# STATE HIGHWAY 2 MELLING - PETONE UPGRADE

Project Newsletter 3 - November 1999

## Why an Upgrade is Needed

This newsletter is to inform the community on the development of this project since the last two newsletters were circulated in 1997.

Transit New Zealand's (Transit) project objective is to operate a safe and efficient state highway and improve connections to the local Hutt City roading network.

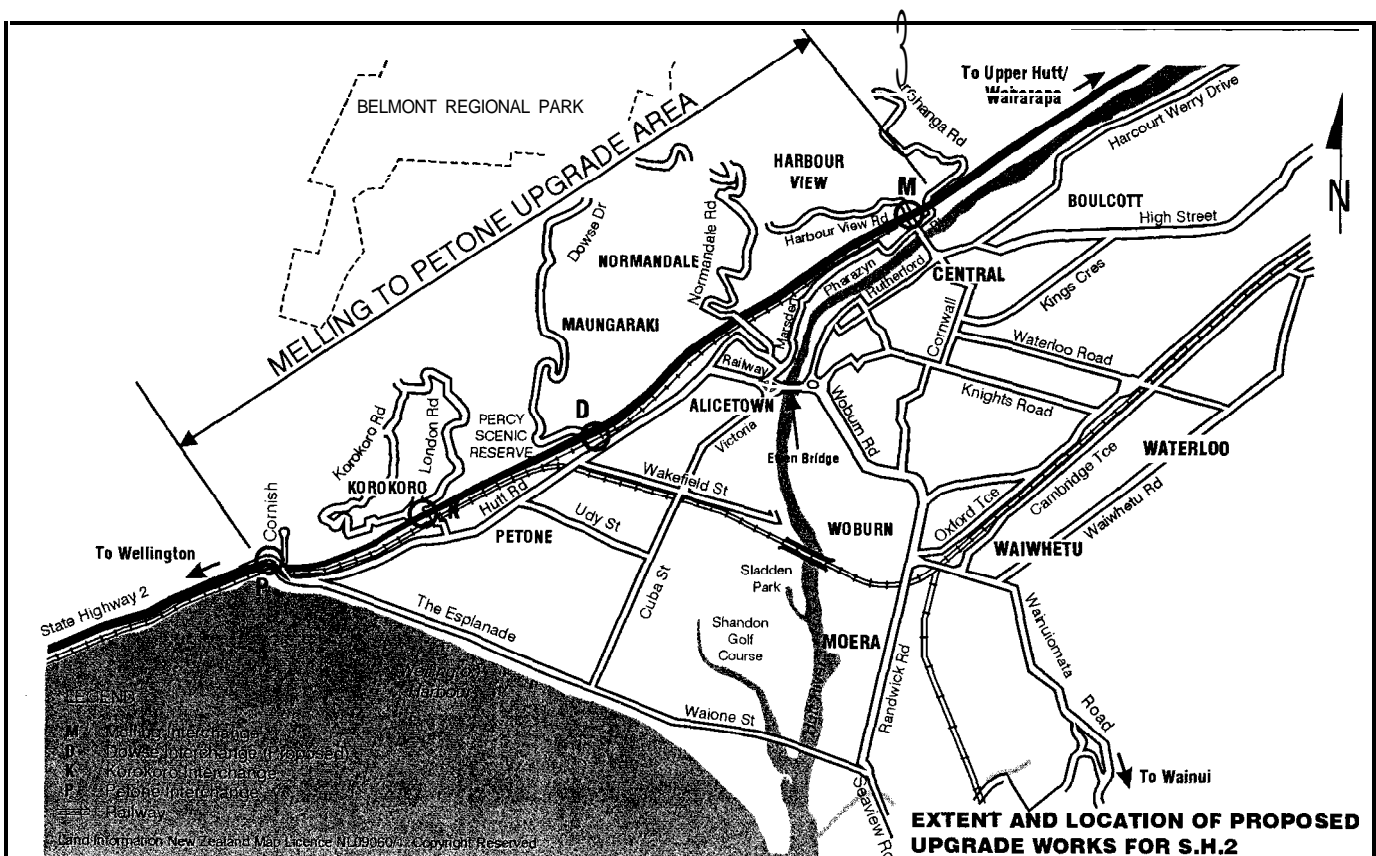
Transit studies have identified that the traffic congestion experienced on State Highway 2 (SH2), between Melling and Petone will worsen unless improvements are made. It was also found that a number of accidents have occurred within the vicinity of the Petone overbridge.

These and other accidents along this section of

SH2 need to be reduced.

Transit, in conjunction with Hutt City Council has been evaluating a range of options to address these issues. The options evaluated include improvements to the Melling, Dowse Drive and Korokoro intersections with SH2 to:

- Ease congestion on SH2 between Melling and Petone during peak hours for commuters
- Improve the roading connections between the Hutt City Centre, Western Hills suburbs and SH2 and
- Reduce accidents,



## Progress to Date

In 1997, Transit released two newsletters for this project explaining the purpose of the project and that a range of options were under consideration for the upgrade.

Since 1998, Transit has been addressing three main issues. The first was the order in which the intersections at Melling, Dowse and Korokoro would best be upgraded. The second issue was to what extent could incursions into the rail corridor be accepted by Tranz Rail. The third issue was how to address the flooding concerns

at Melling and to accommodate Tranz Rail's recent proposals to extend the Melling Line across the Hutt River.

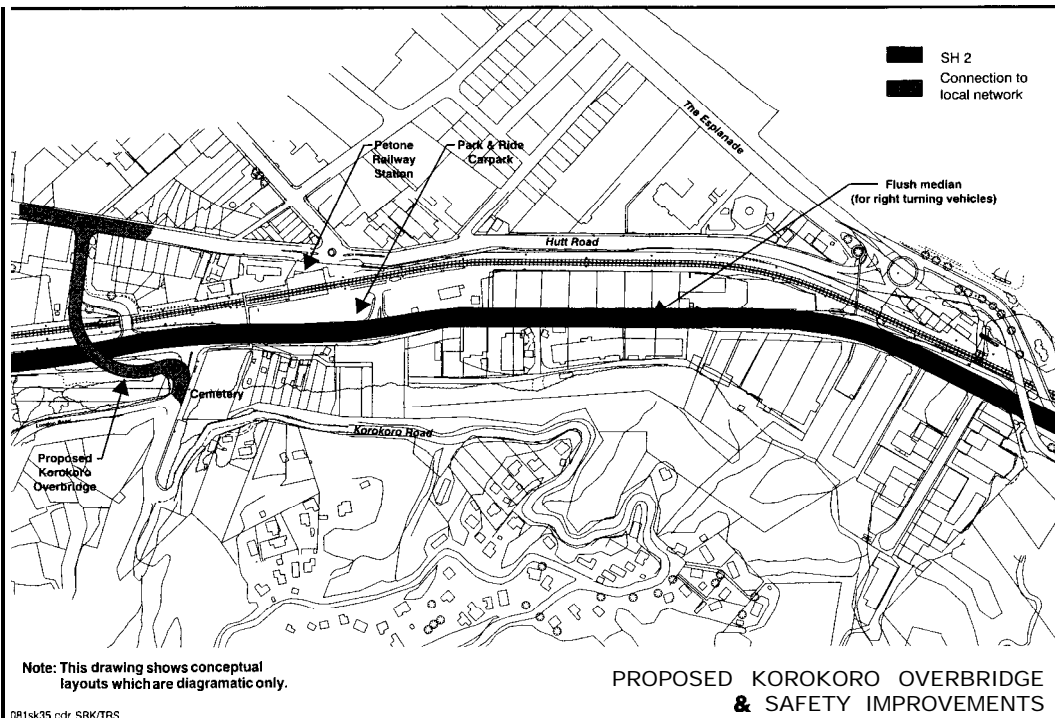
The negotiations with Tranz Rail have resulted in layouts being designed to avoid any incursion into Tranz Rail land. However negotiations with Tranz Rail are to continue, to seek minor incursions into railway land along SH2 without compromising the capacity of Tranz Rail's railway corridor.

## Description of Project

Transit has identified the general form of *Preferred Options* for the proposed upgrade. These options include a grade separated (roundabout raised over SH2) interchange at Dowse Drive (Figure 2), an overbridge at Koro Crescent and safety improvements for the section of SH2 through the industrial area

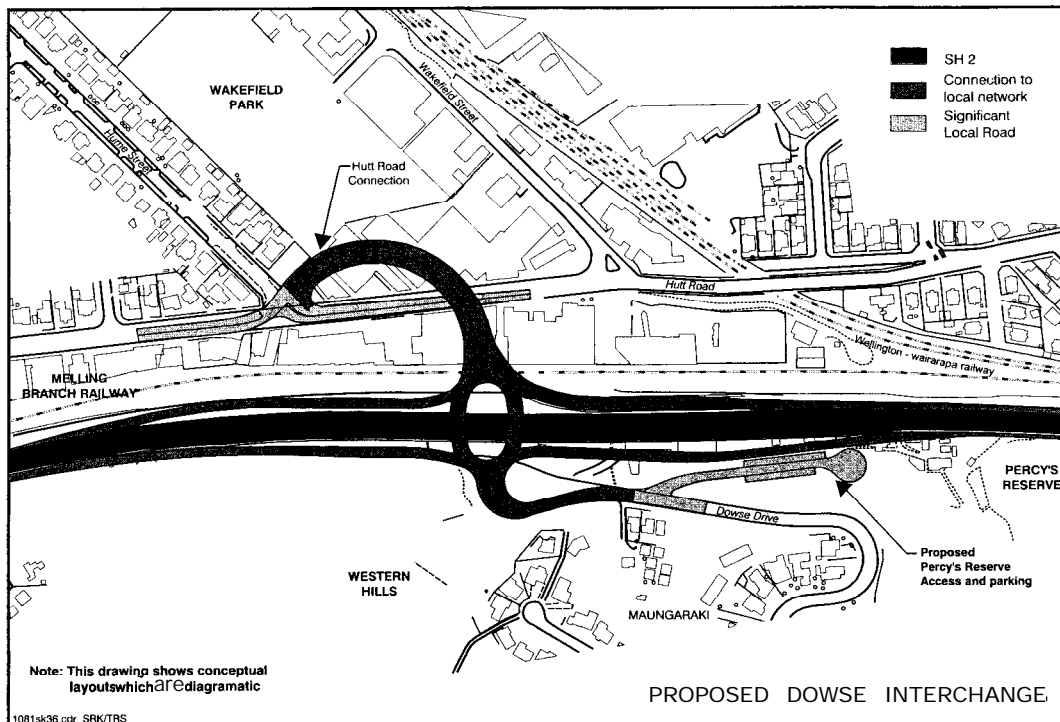
between Korokoro and the Petone overbridges (Figure 1).

These options have been identified only after careful consideration of technical feasibility, potential environmental impacts and effectiveness of connections to the Hutt City roading network.



As part of this project, Transit is also examining the long term upgrading of SH2 through the industrial area between Korokoro and the Petone overbridges. More detailed information on the options will be available during the consultation process.

Figure 1

**Figure 2**

Note: This drawing shows conceptual layouts which are diagrammatic

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PROPOSED DOWSE INTERCHANGE

## Melling Upgrade

The Melling intersection upgrade has been deferred to a later date to allow its co-ordination with the work addressing flooding issues and Tranz Rail's recent proposal to extend the Melling Line over the Hutt River. Hutt City Council and Wellington Regional Council are

co-ordinating these projects to enable an outcome at Melling that will be beneficial to the region. Transit anticipates a possible construction date of about 2009 for the Melling interchange.

## Consultation

The consultation process is anticipated to commence in February 2000. Accurate preliminary design plans and a short non-technical report, called *State Highway 2 Upgrade Outline Report* will be made available at the council offices. This information will cover option designs, potential environmental impacts and option evaluation. For anyone who requires more detailed information, comprehensive reports called *Options Definition Report* and *Report on Environmental Issues* will be available at Hutt City public

libraries once consultation commences.

The consultation will involve individual meetings with landowners directly affected and several small meetings for residents and businesses in close proximity to the works. In addition, Transit will consult with iwi, local interest groups, businesses, emergency services and appropriate government agencies.

Open Days will be organised and the community will be invited to attend and discuss the project directly with Transit and its consultants.



## **Consultation cont.**

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Information obtained through consultation will be evaluated and considered before finalising the upgrade details to be adopted by Transit.

These considerations will be included in the Assessment of Effects on the Environment to accompany the applications for consent.

## **Where to Next**

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Before any construction can begin on the project, consents under the Resource Management Act 1991 (RMA) are needed. These consents will be required from Hutt City Council and Wellington Regional Council. As a first step towards this, Transit will prepare information and undertake consultation.

More detailed information with regard to the consultation process will be available early next year. Details of the consultation will be advertised in the local newspapers and all affected landowners, nearby residents and interest groups will be contacted individually by correspondence. Any other interested person(s) can obtain this detail by contacting Transit or its consultants.

Transit expects to lodge the applications with the Hutt City and Wellington Regional Councils before the end of the year 2000. An Assessment of Effects on the Environment will be prepared to accompany the consent applications

There will also be further opportunities for the public to comment when these applications are publicly notified for submissions.

When all necessary consents have been obtained, the next stage is to undertake the detailed design for construction. The construction of the Dowse and Korokoro upgrades is expected to commence by the year 2002 and be completed in 2004.

Further newsletters will be published next year to keep the community informed on the progress and development of the project.

*If you wish to be involved in the consultation process, or would like to receive mailed copies of newsletter(s) or further information, please contact:*

Steve Kerr or Christine Chong

Beca Carter Hollings & Ferner Ltd

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WELLINGTON

# Waiohine Bridge Upgrade Investigations

## The Situation

The Waiohine River Bridge on State Highway 2 was built in 1914. The bridge is narrower than the road approaches on either side and directly affects traffic flow through the area.

In addition, environmental effects including floodwaters and the possibility of earthquakes directly impact on the structural requirements of the bridge. Maintenance costs to protect the bridge structure from floodwater damage are rising, and there is a risk of bridge damage during a major earthquake.

Transit New Zealand (Transit) has commenced an investigation into options to upgrade the Waiohine Bridge and has commissioned Opus International Consultants to undertake these investigations on its behalf.

## Transit New Zealand Objectives

Transit's objectives are:

- to improve the highway safety, reliability and efficiency for road users at

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the Waiohine River crossing through provision of a wider roadway on the Waiohine Bridge,

- to gain greater security against river scour of the bridge piers during flooding, and
- to reduce the risk of damage from earthquakes.

## Project Investigations

The investigations are designed to identify and evaluate options to upgrade the bridge and the approaches. The assessment will investigate upgrading the current bridge and also whether a new bridge would better serve

the community and road users.

An upgrade of the Waiohine Bridge involves a number of complex issues. Transit has planned a consultation process to ensure community needs are factored into all options under investigation.

On completion of the investigations, and following discussions with the potentially affected parties, a preferred option will be identified and a Scheme Assessment Report prepared.

Transit expects the investigation to be completed by mid 2000.

## Consultation

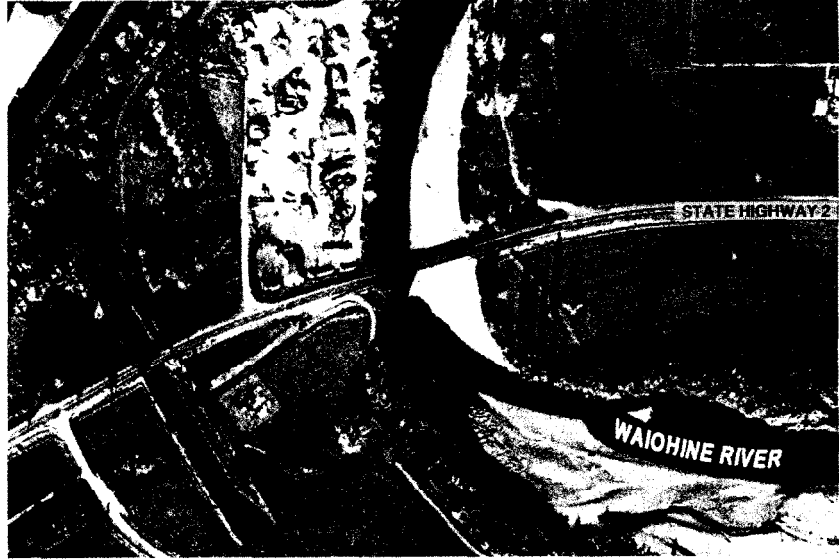
Transit has already commenced working with the Wellington Regional Council and members of the Greytown community and is planning a workshop in late February with a number of key stakeholders.

The Waiohine Bridge one-day workshop will bring together representatives from the Regional Council, the local Floodplain Scheme and Advisory Committees, iwi, and potentially affected property owners and occupiers.

Through the workshop Transit will seek to develop a common understanding of the Waiohine Bridge infrastructure and local flood management issues and to scope options for a possible upgrade.

## Where to next?

Transit is committed to ensuring members of the community are kept informed of the project as it progresses. A second newsletter will be published in June 2000 to report on the main findings of the investigation.



If you have any queries on the Waiohine Bridge upgrade project please contact:

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## INVITATION TO PUBLIC OPEN DAYS

*Find out about MacKays railway  
overbridge project*

**PLACE:** Paekakariki Memorial Hall  
The Parade  
PAEKAKARIKI

**DATE:** Thursday 28 October 1999  
**TIME:** 4pm until 8pm

**OR:** Saturday 30 October 1999  
12pm-4pm

You are welcome to attend at any time.  
The project team will be there to discuss  
the options with you.

Come along and have your say in the  
future of this important roading project.

*If you can not attend the open days  
and would like to express your views or  
require any further information  
please do not hesitate to contact  
Stewart McKenzie at Payne Royds  
on (04) 381 6700.*



## STATE HIGHWAY ONE

# MACKAYS RAILWAY OVERBRIDGE

*Information  
Project Update*

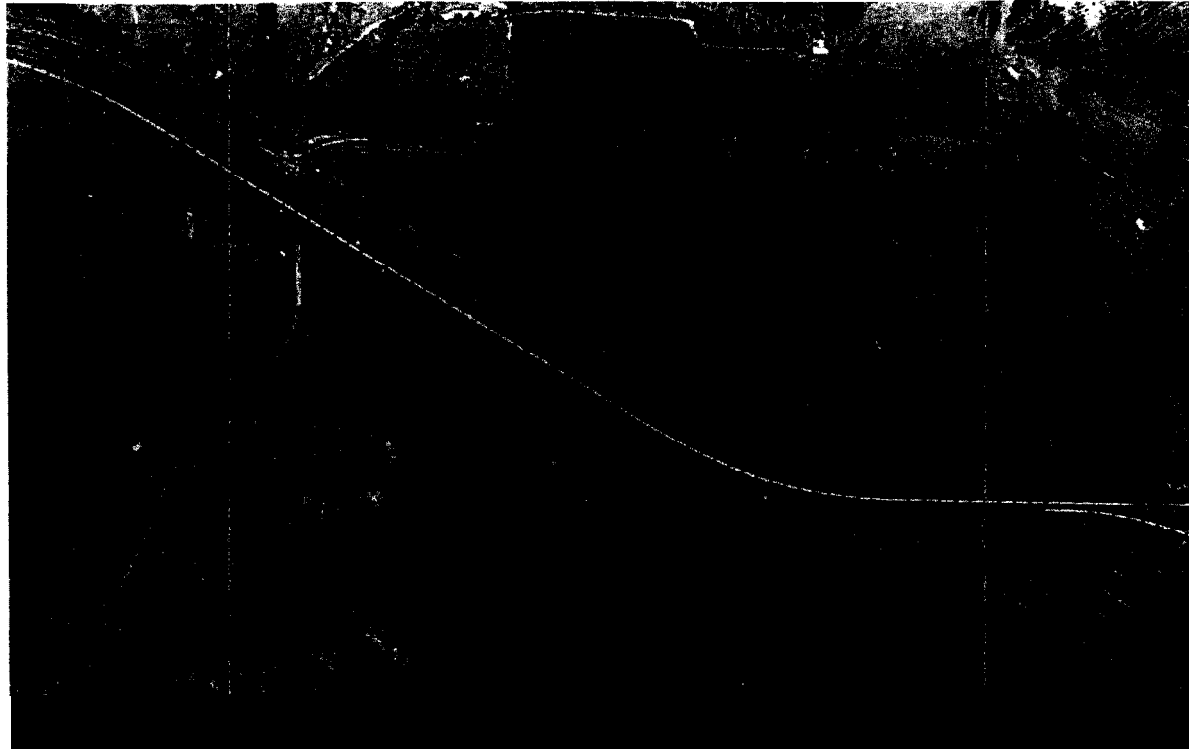
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WELLINGTON REGIONAL OFFICE

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October 1999



## INTRODUCTION

**MacKays Crossing is part of the strategic highway route linking Wellington to the rest of the North Island.**

In recent years a combination of factors including increased traffic flows, an increase in trains using the main trunk line leading to lengthening delays at the crossing and a high accident rate has seen Transit undertake a number of minor projects in the area.

Transit is now pursuing development of a more comprehensive plan to address the long-term needs of road users in this area.

## PROJECT OBJECTIVES

Key objectives of this project are to:

- Reduce the number of traffic accidents
- Reduce the delays caused by trains at the level crossing
- Reduce delays due to the current road alignment i.e. S bends and curves

This is consistent with Transit's commitment to providing a safe and efficient state highway system

## OPTIONS

Initial assessment, which involved consultation with a number of individuals, groups and organisations, has identified six options for further assessment (as shown in the diagram). All options include construction of a bridge over the railway line.

The options have been assessed under ecological, archaeological, cultural and iwi and landscaping criteria.

## WHERE TO NEXT?

The project can not progress until a preferred option is selected. Transit now seeks the motoring public and all interested parties' views and opinions on the potential impact of the six options and other associated issues.

This information will be considered as part of the assessment process prior to selecting a preferred option. Once a preferred option is confirmed Transit will seek designation of the route and planning consents for the project. This will provide a further opportunity for the public and interested parties to have input into the process.