

Draft Technical Report - Stage 1 - Questions and Answers

Is this the definitive package of solutions or are there more that will be considered?

These are initial scenarios designed to inform us how distinctly different proposals will perform against the study's objectives. It is absolutely certain that none of these scenarios as outlined will be the preferred package. The preferred package will be determined by further technical work and feedback generated by the release of this report and will most probably constitute elements from most, if not all, of these scenarios.

If so what are the other solutions likely to be considered?

As above, recombining elements from the five scenarios.

Is this study more about affordability or safety or efficiency and reliability?

It's not more about affordability but obviously that is a key factor as it always is in any New Zealand infrastructure project.

What is Planning Balance Sheet weighting? I understand this is a technical tool – what is it and why was it used?

Legislation now requires that transport proposals should contribute to a set of objectives rather than a single outcome. Examples of such objectives are shown in the New Zealand Transport Strategy and the Wellington Regional Land Transport Strategy. This requires proposals to be formulated against a multiple objective context. A Planning Balance Sheet (PBS) is a tool to assess proposals against multiple objectives. A PBS enables competing proposals to be compared as a matrix of performance against objectives so that the trade-off of objectives in going from one proposal to another is made explicit.

Once you do decide on an option how is it going to be paid for?

Any preferred package will be very expensive and how it can be funded will only be resolved with the co-operation of central government, regional and local councils and Transit and Land Transport New Zealand over the coming months.

You say in the media release that the coastal option could cost as much as Transmission Gully. How can that be?

While a coastal option could be cheaper from a pure roading perspective you have to look at all the factors. Both Transit and Greater Wellington believe that once you seek community views on the level of impact of the coastal route issues will be raised that could be expensive to mitigate. A coastal route would take longer to build than TGM but could be constructed in stages. Once you started on a TGM option you would need to keep going. It wouldn't be efficient to build it in stop-start stages.

Isn't Transmission Gully Motorway gold plated? Couldn't you build just a two-lane road for half the price?

Because of the steep grades and difficult terrain, much of Transmission Gully needs to be at least three lanes from an operational point of view to allow slower traffic lanes. A four-lane motorway also provides much greater safety and allows better access for emergency vehicles than a two-lane road. Because of the difficult terrain and ground conditions, the additional cost of the two extra lanes is estimated at only 10-20% more than a two-lane option.

How will this affect my rates?

At this stage we cannot give a clear picture on any impact on rates, as it will be dependent on the shape of the preferred package.

Don't such improvements encourage people to live further out and commute in their big vehicles?

The impact on urban dispersion is an element of the decision-making framework but not the only element. Travel Demand Management is an active component of these scenarios and our assessment is that it will be an important element in the consultation process.

There are lots of improvements currently going on along this corridor. Will they predetermine the option selected?

No they won't. The fact they were funded shows they were good projects in and of themselves so that the work will not be wasted whatever solution is ultimately chosen.

Will the changes mean a safer access in and out of Wellington along the coastal highway?

Safety is an important objective of this study and we are confident that the preferred package selected will improve safety in the corridor.

What will be the social and environmental impacts on the Kapiti coast and environs in general?

Social and environmental considerations are also and the community assessment criteria in this study. As a result we are confident that impacts on the environment will be carefully considered alongside the consequences of doing nothing.

Following the second round of consultation the likelihood of obtaining planning consents and the possible mitigation required will be assessed. A costed risk profile will be developed for each element.

You've done lots of studies in the past and nothing has happened. How can we be sure that this time something will happen?

We can't provide assurances but there is a great willingness among all the parties involved to find a fundable solution. This is the most comprehensive and multi-modal study to date and we are confident we have teased out all the options though further work on variations will certainly come out of the public consultation. We remain open to hearing any new options.

You say it is comprehensive but it is a very drawn out process. When will it finish?

It may seem that way but we do need to hear from everyone who wants to have meaningful input. We need to give everyone a chance to comment. We will live with the solution for a long time so we need to get it right.

What happens once all this consulting and talking is over? When will the decision be taken?

The study target is for a clear way forward to be determined by the end of this year.