



Ref ME2-07  
BH:PR1

**22 August 2001**

Wellington Regional Council  
P O Box 11646  
WELLINGTON

Attention: Tony Brennand

Dear Sir

## **REPORT FOR REGIONAL LAND TRANSPORT COMMITTEE**

Set out below is a report to the Regional Land Transport Committee (RLTC) on a number of projects being undertaken in the region by the Wellington office of Transit New Zealand (Transit).

Attached are copies of recent newsletters and publications, namely:

1. SH1 - Plimerton to Paremata Upgrade
2. SH1 – North Otaki to Peka Peka Road
3. August issue of “Top n Tails”

## **WESTERN CORRIDOR**

### **SH1: Waikanae to Poplar Avenue Strategy Study**

This strategy study considers the long term development of this section of SH1. It accepts that the Western Link Road being jointly taken between Transit and the Kapiti Coast District Council (KCDC) is expected to be progressively constructed, with initial construction programmed to commence in 2004.

**August Update** – The outcome of this strategy study is to be incorporated into Transit’s Wellington Urban Strategy that is currently being prepared. The draft is expected to be completed in October.

#### **Wellington Regional Office**

Level 8 • Hewlett Packard House • 186-190 Willis Street • PO Box 27 477 • Wellington • New Zealand  
Telephone 04 801 2580 • Facsimile 04 801 2599

### **SH1: Western Link Road**

Western Link Road is a joint project with KCDC to provide a parallel route to the state highway between Peka Peka (north of Waikanae) and Poplar Avenue at Raumati. There are two outstanding appeals on the designation.

**August Update** - Mediation was not successful and an Environment Court hearing is being sought.

### **SH1: Hadfields Road to Peka Peka Road**

The project provides for straightening of the road as the first stage of improvements to SH1 through this section, with the second stage to be undertaken when the highway is eventually four-laned.

**August Update** - Construction has started and is on target to be completed mid 2002.

### **SH1: Vicinity of Otaihanga Road**

The high accident rate on this section of SH1 has resulted in Transit initiating detailed investigation for improvement of this section of SH1. While a number of small scale improvements have been undertaken at the intersection over the last five years, a significant accident history is still apparent at the intersection, due both to turning vehicles and loss of control accidents for state highway traffic.

**August Update** - Investigation is continuing.

### **SH1: Lindale to Nikau Palms Drive, North of Paraparaumu**

The proposed \$2.3M project provides for construction of an underpass for the two connecting 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 on to SH1 being closed once construction is complete.

**August Update** - Design is almost complete. NoR lodged and expected to be non-notified.

### **SH1: Poplar Avenue to MacKays Crossing (Raumati Straight)**

This safety project involves widening the carriageway to enable provision of a median barrier to separate opposing traffic, and turning facilities at Waterfall Road. It is anticipated that this project will take eighteen months to construct, including a winter close-down period in 2001 to allow for settlement of the additional formation width on the western side of the existing highway.

**August update** – Construction is proceeding on schedule. Project completion expected February 2002 but arrangements will be made to use the new alignment to accommodate peak summer traffic.

### **SH1: MacKays Crossing**

The project will provide four lanes across the North Island Main Trunk 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 SH1 on the first straight south of the existing crossing, as well as corner easing around the market garden.

The second stage will be constructed when TGM is constructed, and provides for a new alignment passing west of the existing highway through the market garden property and then looping back across existing SH1 and south toward the Wainui Saddle.

**August update** – Designation and resource consents have now been publicly notified by KCDC and Wellington Regional Council (WRC). Objections close on 6 September.

### **Paekakariki**

**August update** – Draft scope completed for the project to investigate options to improve access into Paekakariki. Design completed for the improvements at the Beach Road intersection.

### **SH1: Pukerua Bay to Plimmerton**

This safety project involves a 3.5 km road realignment and widening to provide four lanes separated by a median barrier, and improved turning facilities at Airlie Road. Construction of a cycleway between the new road and Taupo Swamp is included.

**August update** - Completion is now expected in December 2001. Construction of the road is now underway, with the southbound carriageway expected to be open to two way traffic in September. Work is also progressing on the landscaping.

### **SH1: Plimmerton to Paremata**

The Plimmerton to Paremata improvement project includes the provision of peak time clearways along Mana Esplanade and four lanes north of Acheron Road.

**August update** - The Environment Court confirmed the designation in mid July. Work is proceeding on land purchase and detailed design. Construction of the duplicate, northbound bridge is expected to begin in November.

## **Transmission Gully Motorway (TGM)**

### **August Update:**

- Transit now owns 14 of 63 properties along the TGM alignment.
- A planting plan is being developed for retirement area 7 involving technical advisors for Transit, WRC, DoC and Porirua City. This trial area should be planted by the end of September 2001.
- Work is proceeding on the resolution of outstanding appeals to the designation.

## **NGAURANGA TO WELLINGTON CBD**

### **Ngauranga to Aotea Capacity Improvement**

Development of the detailed proposal for improved utilisation of road space, including provision of a moveable lane barrier is underway.

**August update** – Contract documents being developed.

### **SH1: Wellington Inner City Bypass – Stage 2 (WICB2)**

This project is to improve traffic flow in the Te Aro area and involves construction of approximately 700m of new road (for northbound traffic) and changes to Vivian Street to enable southbound flow. It also includes the provision of pedestrian and cycle facilities. Transit holds all the necessary land and consents for the project.

**August update** - Transit has received design funding for 2001/02. A Community Advisory Group is being formed to assist in liaison with residents and businesses in this area. Other groups to be briefed include: media, WCC Councillors, MPs and WRC Councillors.

## **WELLINGTON SOUTH TO AIRPORT**

### **SH1: Basin Reserve**

Project looking at long term options for improving traffic flow and safety around the Basin Reserve.

**August update** - Stage 1 investigations are complete. Currently awaiting the Wellington CBD Corridor Study to ensure that any work done at the site is consistent with this framework.

## **WAIRARAPA CORRIDOR: MASTERTON TO UPPER HUTT**

### **SH2: Mt Bruce to Featherston Strategy Study**

The Transit route strategy for SH2: Mt Bruce to Featherston is now available as a draft. This document has been presented to representatives of local authorities in the Wairarapa and road users. The route strategy has been written using the information gathered in the Mt Bruce to Featherston strategy study. This project is now complete.

Note: A route strategy for SH53 including Featherston will be prepared in 2001-2002 year.

### **SH2: Waiohine Bridge**

This relatively narrow highway bridge over the Waiohine River north of Greytown provides a constriction in the Waiohine River, and contributes to the higher flood levels in the river and surrounding floodplain north of Greytown.

Transit has been working closely with the South Wairarapa District Council (SWDC) and WRC on a scheme to replace the bridge with a wider structure, and carry the water level area to meet the desires of both agencies, and the local community.

**August update** – A new bridge has been identified as the preferred scheme. Notice of requirement and consents are being prepared.

### **SH2: Rimutaka Hill**

#### **Rimutaka Hill Upgrade:**

This investigation project recognises the 70 km/hr standards as the objective in the RLTS. At limited locations a lower speed limit (50km/h) may be the best achievable.

**August update** – A route strategy study from Featherston to the northern end of the Kaitoke project will be prepared in the 2001-2002 year.

#### **Rimutaka Corner Easing**

The focus of this project is the elimination of the tight bends some 500 metres south of the Rimutaka summit. This is a corner where heavy vehicles regularly track across the centre line due to the narrow carriageway and tight alignment.

**August update** – Transit has discussed the preferred scheme with the Hill Road Committee. This committee supported the project, however, they requested that Transit extend the project to a further bend where heavy vehicles have difficulty.

## **SH2: Kaitoke Realignment**

This \$10.5M, 5.5 km realignment project was the subject of a planning hearing at Upper Hutt City Council (UHCC) in February 2000. There is still one appeal against the designation.

**August update** - Design is being finalised. Land purchase is continuing. Construction expected early 2002. A call over hearing to the Environment Court has been set for 10 September on the Press appeal.

## **HUTT CORRIDOR: UPPER HUTT TO NGAURANGA MERGE**

### **SH2: Te Marua Curves and Passing Lane**

This project looks to improve safety over a 1.2 km section just north of Upper Hutt, that currently has tight bends on a hill. A passing lane will also be considered.

**August update** – Peer review and safety audits of the scheme assessment are being undertaken.

### **SH2: Dowse to Petone**

The SH2 Dowse to Petone project is aimed at reducing delays and improving safety. to SH2.

The proposed upgrade includes:

- An overbridge at the Korokoro Intersection, connecting the Western Hills with Hutt Road
- An interchange at the Dowse Drive intersection, connecting to Dowse Drive and Hutt Road via a roundabout raised over the highway.
- Alterations to the Petone Park and Ride facility.
- Minor safety improvements to the highway between the existing intersections.

**August update** – Notice of Requirement has been lodged and notified, with approximately 30 submissions received. Tentative dates for the hearing have been set for 1-5 October.

## **PORIRUA TO HUTT VALLEY**

### **SH58 / SH2 Intersection to Harris Road**

The project involves reconstruction of SH2/SH58 intersection to provide for a full interchange (similar in layout to the Mungavin interchange in Porirua) with 5 km of road realignment and the provision of three/four lanes separated by a median barrier. The project addresses particularly the very poor accident record on the section of SH58 from the Dry Creek Quarry to Harris Road. 75% of the project benefits relate to safety improvements.

**August update** – The joint hearing by Commissioners has been adjourned until late August.

### **SH58: Pauatahanui Bridge**

The project provides for the construction of a roundabout some 200 metres east of the existing single lane bridge, construction of a new two-lane bridge across the Pauatahanui Stream, and related works. The project also includes the realignment of the S bend (known locally as Hendersons Bend) that is immediately west of the Joseph Banks Drive intersection.

**August update** – The new bridge was officially opened on 31 July 2001. Final road works on approaches will be carried out in the spring when the weather is more suitable.

Yours faithfully



Peter Bailey  
ACTING **REGIONAL MANAGER**

SH58

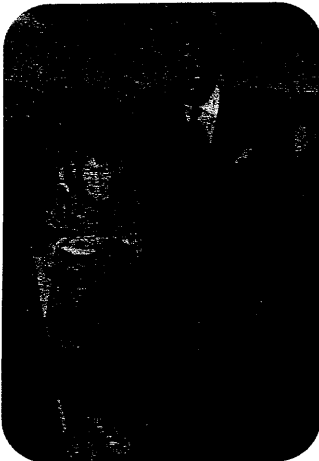
## Pauatahanui Bridge opens

**The** new Pauatahanui Bridge on State Highway 58, approximately 30km north of Wellington, was officially opened on 31 July.

The opening ceremony included a karakia by local iwi, speeches by Porirua City Mayor Jenny Brash, Transit Authority chairman Alan Bickers and Mana MP Graham Kelly.

Despite wet weather which delayed the final preparation and sealing of the approaches, the new 28m two-lane bridge, the 50m diameter roundabout and the 1.1 km realignment has progressed without major complications. However, completion of some of the project's road realignment is still up to one month away.

Local residents were particularly patient with the project, which will benefit them



Transit Authority chairman Alan Bickers with a student of Pauatahanui School who assisted with the opening



Bill Katene of Ngati Toa leads a karakia during the opening ceremony

as well as general road users. The improvements will reduce current delays and the high number of non-injury crashes that occur through this section of SH58 where vehicles were forced to slow or stop to cross the one-lane bridge.

The old bridge was the last one-way bridge on the Wellington region's state highway network and will now be used for property access as well as a cycle and pedestrian route.

!

## Regional Manager appointed

**Transit** New Zealand's Wellington Regional Office has a new leader at the helm with the appointment of Brian Hasell as Regional Manager.



New Regional Manager  
Brian Hasell

Brian, an engineer with extensive experience in transport and operational management, took over the role on 5 June, leaving his job as Chief Executive for the Ashburton District Council.

Starting out as an assistant engineer with Dunedin City Council, he was responsible for installing the one-way pair for SH 1 through

the city. Brian then moved to the UK, where he worked as a senior research officer in planning and transportation with the Greater London Council. He returned to New Zealand in 1978 and worked in several different roles at the Christchurch City Council and the Canterbury Regional Council before moving to Ashburton. *(continued on next page)*

### INSIDE:

- Raumati Straight
- Tresillian Avenue
- Transmission Gully
- Inner City Bypass
- Plimmerton to Paremata
- Marlborough Roads
- Mount Victoria Tunnel
- Recent appointments





## Regional Manager appointed

**Already** well settled in Wellington, Brian says he is quickly learning the ropes of his new position.

"The role will be challenging but I'm very fortunate to have a highly skilled, competent team who have made the transition that much easier," he said. "The region has some exciting projects both in the North and South Islands and does an excellent job maintaining the state highways. I'm

looking forward to combining my managerial and transport engineering skills to help those excellent standards continue."

Brian replaces Dave Rendall who left Transit to work for Montgomery Watson's Auckland office in March this year. Regional Asset Manager, Peter Bailey was acting Regional Manager until Brian arrived.



## ATMS expands into Mount Victoria Tunnel

**The** first expansion of the Ngauranga Gorge active traffic management system (ATMS) into Mount Victoria Tunnel began in late June. It includes the following features:

- ⇒ A fixed camera video detection system. This includes smoke detectors and automated incident detectors to monitor traffic flow and detect incidents, allowing a faster response time for emergency services
- ⇒ A fully automatic fire sprinkler system

- ⇒ Minor structural improvements and electrical switchboard upgrade

In the event of an incident such as a fire or a stopped vehicle in the tunnel, the video detection system will alert the ATMS communications centre. This will allow appropriate emergency services to be dispatched more quickly, improving response times and the safety of all tunnel users.



## Inner City Bypass gets green light for detailed design

**Wellington's** Inner City Bypass has moved to the next stage with \$1.6 million funding for detailed design announced in June.

The new road will address many long standing issues in the Te Aro area. In recent years traffic congestion has continued to increase leading to longer delays for motorists, cyclists, pedestrians and public transport users. There has also been increased difficulty in accessing central city businesses in the area of the current one-way system.

Travellers along State Highway 1 to the airport, hospital and eastern and southern suburbs will have a safer, more direct route, saving them time and money. Pedestrians and cyclists will also have safer access to that area of the city with the new shared pedestrian and cycle facility that will be constructed adjacent to the new road.

Ghuznee Street will return to a local two-way road, which will help separate the through and local traffic as well as move heavy traffic away from inner city pedestrian areas. The length of actual new road to be constructed is 700m.

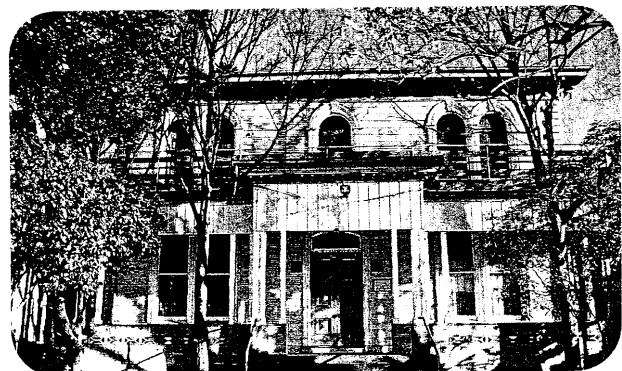
Transit and Wellington City Council own all the land through which the road will go and have given all affected tenants advance warning.

As tenants move out, twelve of the historic

buildings in the area will be shifted and upgraded, which will give these buildings a new lease of life.



Two buildings to be moved





## Tresillian Avenue design funding awarded

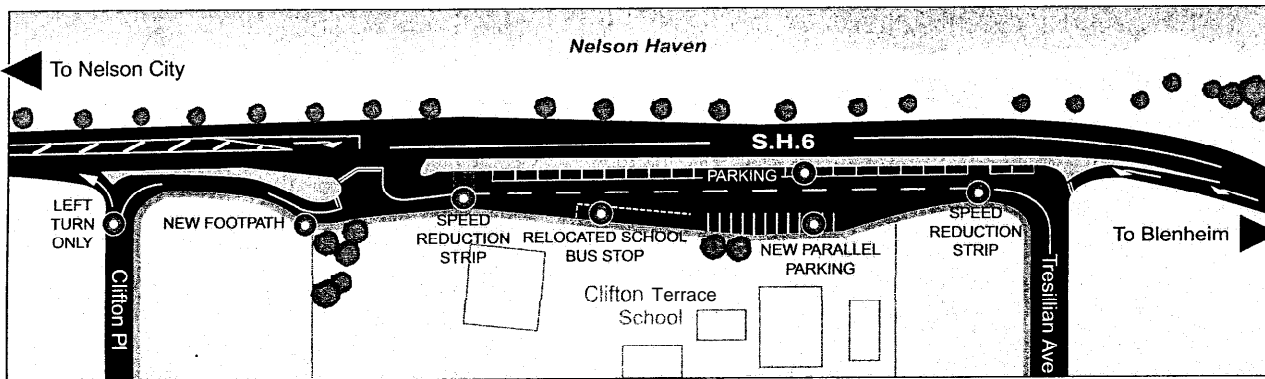
**Plans** to improve safety at the intersection of State Highway 6 and Tresillian Avenue, south of Nelson, have moved closer with the announcement of design funding.

Transit project engineer Mary Falconer says the news is good for all road users. Design funding means work can begin to address the safety concerns at the intersection.

"The current intersection has a number of issues such as speed, limited visibility, access for residents on and off the highway and the close

proximity of a primary school to the intersection," she says. "Transit is committed to making this area safer for all road users. The design phase is the next step in the process."

The proposal includes restricting right turning movements at the existing Tresillian Avenue and Clifton Place intersections on SH6, and constructing a new intersection between Tresillian Avenue and Clifton Place to maximise intersection visibility in both directions.



Graphic courtesy of The Nelson Mail



## Funding for stage one of Transmission Gully

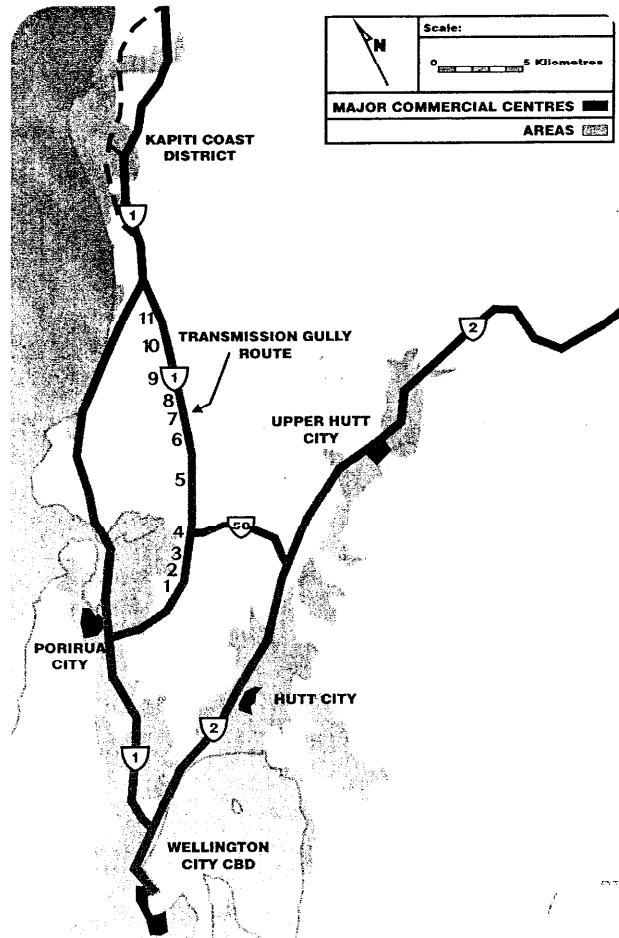
**Transmission** Gully has taken its first step with Transfund allocating \$500,000 in July for initial planting along the route.

Planting for mitigation purposes is the first stage in progressing Transmission Gully. Establishing plants and vegetation along the route will minimise the effect of construction on the surrounding environment and further enhance the area. Plants act as silt catchment areas to protect streams and waterways from sediment and erosion.

Representatives from the Department of Conservation, Wellington Regional Council, Porirua City Council and other local authorities have been working closely with Transit to form a planting plan. A discussion document was prepared by Transit and presented to the other groups as a basis to agree to and work upon.

Eleven areas over the proposed 27km road will be planted. The initial planting will see areas fenced off and vegetation and plants established along the route. Seeds and plants will be sourced from the area and grown in nurseries.

Planting will begin at Ration Creek near area seven.



The eleven planting areas along the proposed Transmission Gully route



# Raumati Straight safety improvements

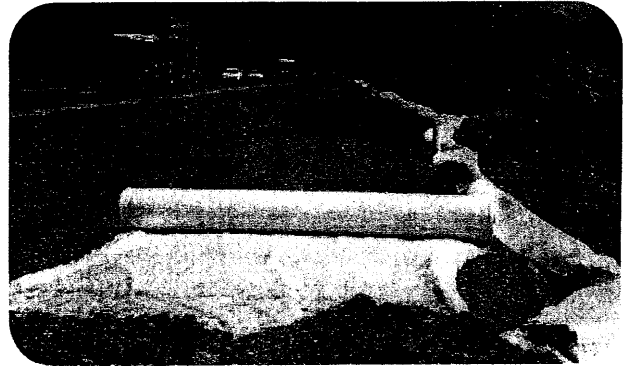
**Safety** improvements along Raumati Straight on State Highway 1, 40km north of Wellington are progressing well. Raumati Straight has been the scene of 40 accidents in the last five years and improvements are underway to make this area safer and better able to cope with the demands of an increasing traffic volume.



Constructing the embankment

- Construction work on the project involves:
- ⇒ Widening the road and constructing a shoulder on the western side
  - ⇒ Installing a median barrier
  - ⇒ Constructing turning facilities at the Waterfall Road/SH 1 intersection

The road is being constructed on peat using a preloading technique. In order to reduce the new road surface level to that of the existing road, the intended road site has to have its settling "sped up". Soil fill is placed over the existing peat layer to "pre-load" the peat. This means that construction takes longer but it avoids large settlements and sinking movements once the road is built. Both the original



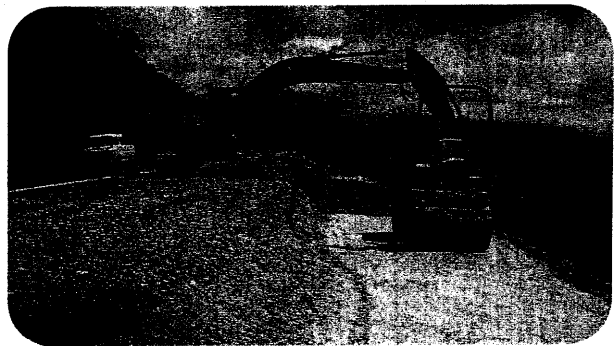
Laying the geotextile fabric

settlement and water pressure levels within the peat are carefully monitored because it is crucial for these to be constant before the road is built.

The preloading is nearly complete, although some areas still require extra work. Once the various measurements are stable, surplus material can be removed and the road pavement construction can begin.

The project is expected to be completed at the end of 2002.

Seven hundred flax bushes saved from the site will be replanted to return the area to its original state, as part of the overall landscaping plan.



Filling the drain

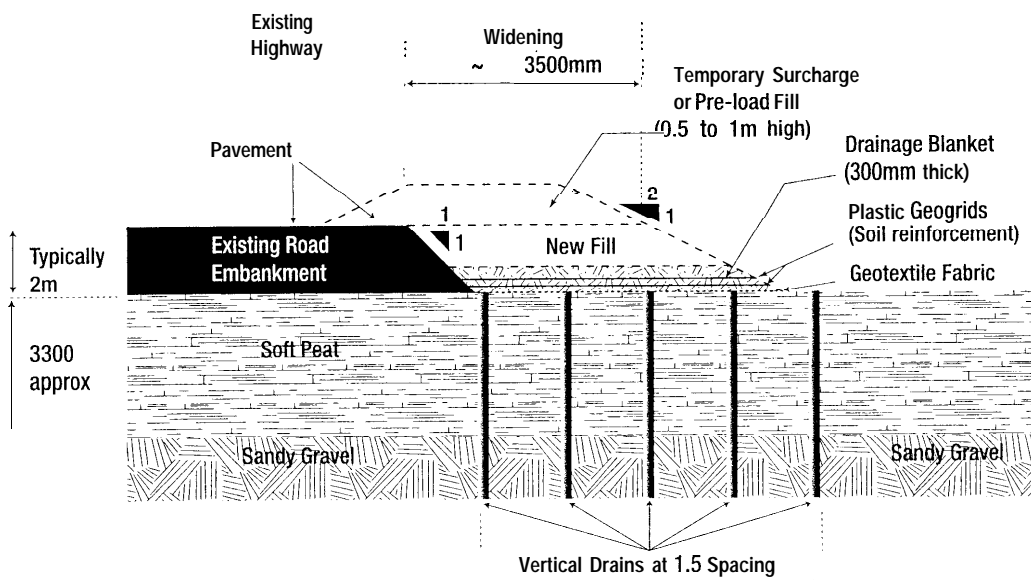


Diagram illustrating the preloading technique used on Raumati Straight



# Environment Court approves Plimmerton to Paremata upgrade

**Commuters** received good news in July with the Environment Court giving the go ahead to proceed with road improvements on State Highway 1 between Plimmerton and Paremata.

Transit consulted closely with Porirua City Council and community groups before submissions were made to the Environment Court, which contributed toward the positive outcome.

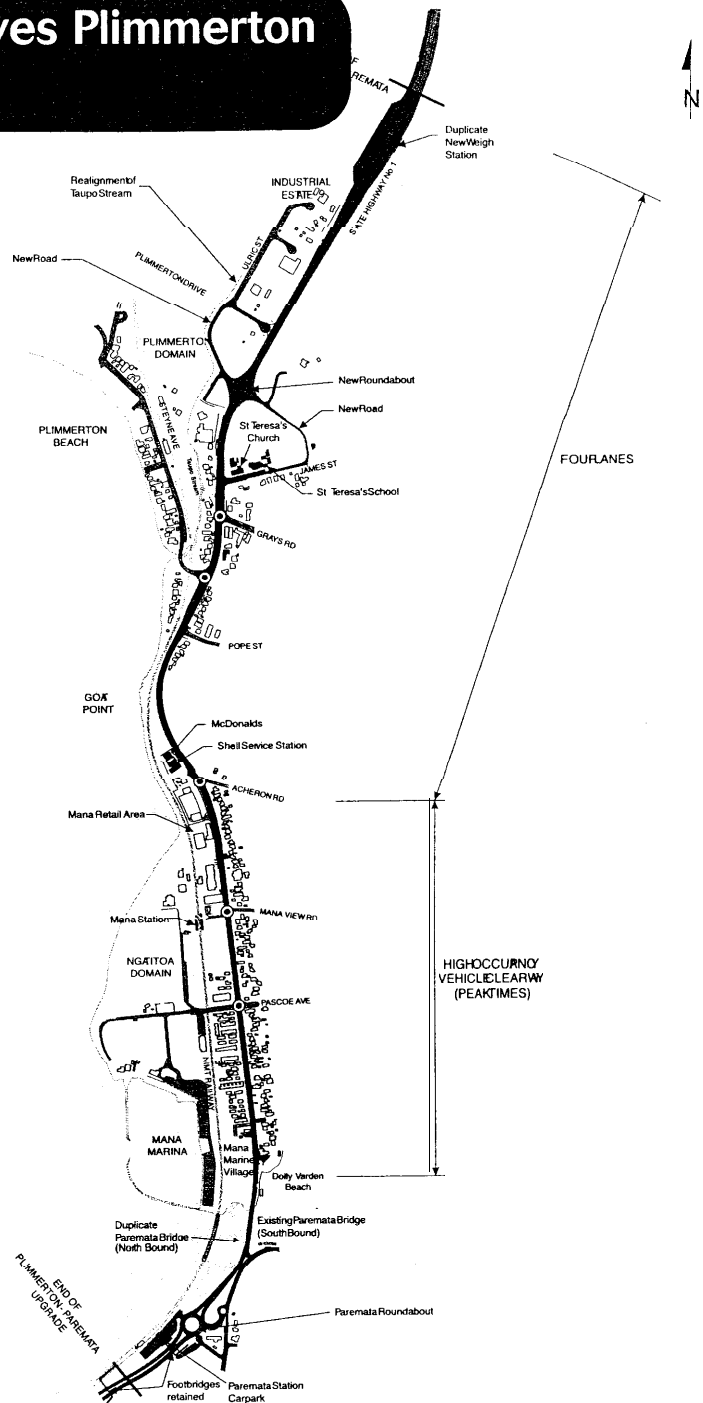
This stretch of highway is renowned for its congestion problems. The upgrade will improve traffic flow and safety through the area for motorists and pedestrians.

Plans include:

- ⇒ [High occupancy] peak time clearway lanes along Mana Esplanade
- ⇒ Four lanes north of Acheron Road
- ⇒ Duplication of the Paremata Bridge and widening of the eastern footpath of the existing Paremata Bridge
- ⇒ Five sets of traffic signals along Mana Esplanade and St Andrews Road
- ⇒ A new roundabout north of Plimmerton
- ⇒ Modifications to the Paremata roundabout

The first construction work to start will be the new Paremata Bridge.

Transit expects to make the funding application for this work to Transfund New Zealand this month.



# Stock truck effluent

**Effluent** spills from stock trucks are plaguing Marlborough roads and road users along much of the SH1 route from Picton to Kaikoura.

To make matters worse, some truck drivers are pulling onto laybys and emptying tanks on the ground to prevent them overflowing onto the road surface.

As part of the national "Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucking on Roads", Marlborough Roads will establish a stock effluent disposal station at Seventeen Valley on SH1, 5km south of Blenheim. Truck drivers will be able to dispose of effluent at the site rather than have it spill on the roads or dump it on the

roadside.

Representatives from Federated Farmers, Road Transport Authority, Transit New Zealand, Meat Industry Association, New Zealand Stock and Station Agents and local government are responsible for implementing the industry code of practice to ensure effluent is disposed appropriately.

*(continued on next page)*



## Update on Marlborough Roads

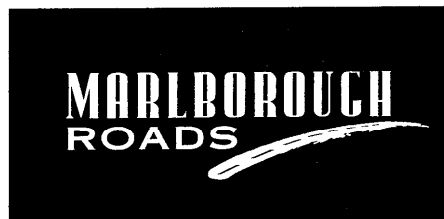
**Marlborough Roads is the Transit office based in Blenheim. It has management responsibility for the area's state highways and local authority roads and has now been operating successfully for eight months.**

Some factors contributing to the office's success include:

- ⇒ Appointing new consultants for the maintenance contract for Marlborough Roads. Opus International Consultants will take over a new hybrid contract encompassing both state highway and local road contracts, which were previously run as separate contracts.
- ⇒ Robyn Gardener, previously road safety co-ordinator for the district council, has transferred to a similar posi-

tion for Transit within Marlborough Roads. Robyn's new role has a greater emphasis on state highway safety. She has already been responsible for erecting new billboards on driver fatigue on the state highway network.

- ⇒ Maintaining close links with the district council through weekly meetings between Marlborough Roads manager Frank Porter and district council members.



- ⇒ Anticipated savings to the council, which are expected to exceed those forecast.

- ⇒ Project engineer Andrew Adams, formerly based at the Wellington office, joined the Marlborough Roads team in late July. He has extensive knowledge of projects in Marlborough and will be an asset to the team.

Frank Porter, manager of Marlborough Roads says he is extremely pleased with the opening months of operation and plans to build on this positive foundation.

"I'm rapt with how well things have gone. Marlborough Roads has been well accepted by the community and is now entering the next stage – the ongoing process of partnering with consultants and contractors."



## Recent appointments



Ramon Strong joins Transit New Zealand as a project manager from Connell Wagner's Wellington office.

Ramon's background is mostly in civil engineering, specialising in geotechnical and hydraulics. He gained much of his experience working as a river engineer at Manawatu-Wanganui Regional Council, as a geotechnical engineer at Kingston Morrison in Auckland and with Connell Wagner.

Ramon completed his civil engineering degree at Canterbury University in 1993.

He will be working on a range of projects including SH58 Pauatahanui completion, Otaki - Peka Peka strategy as

well as The Glen, on SH6 in the Nelson Region.



Jonnette Gordon has also been appointed as a project manager in Transit's Wellington office.

She comes to Transit from Hutt City Council, where she was a road asset engineer. Her experience in asset and project management was gained through work at the council and previous positions at consultancies.

Jonnette will be looking after the projects at Kaitoke, Te Marua, Rimutaka Hill and the Waiohine Bridge along SH2, as well as Otaihanga Intersection on SH1.



## Stock truck effluent

Marlborough Roads will operate the \$140,000 facility for Marlborough District Council as part of its financially assisted roading programme. This type of funding is now permitted under new Transfund policy. If all goes according to plan the site should be established by the end of the year.

The Marlborough site will be one of a network of sites around New Zealand, with stations working well in Waikato and Otago.

## State Highway 1:

# PLIMMERTON - PAREMATA UPGRADE

Project Newsletter 4 – August 2001



## Background

In the last Project Newsletter (issued in January 2000), Transit New Zealand (Transit) explained that its Notice of Requirement for designation of the State Highway One (SH1) Plimmerton to Paremata Upgrade was the subject of appeals to the Environment Court.

Subsequently, Transit developed a Reduced Upgrade concept that removes the need to acquire private property or impose sight line restrictions along Mana Esplanade. It also includes a High Occupancy Vehicle restriction on use of the kerbside clearways lane in Mana Esplanade.

In hearings held in August / September 2000, Transit presented the Reduced Upgrade to the Environment Court.

On 16 July 2001, the Court released its decision confirming the designation on the basis of the Reduced Upgrade.

Throughout this process Transit has been in discussion with Porirua City Council (PCC) and has entered into a Memorandum of Understanding with PCC, which covers how they will co-ordinate and co-operate together in the implementation of the project.

## Environment Court Decision

In the summary of the decision, the Environment Court stated (quote):

- *“For road traffic and pedestrian safety reasons and for relief of traffic congestion, the Reduced Upgrade should proceed as soon as possible. What is proposed by Transit is a safe and efficient upgrade to a critical portion of SH1” and;*
- *“Within their objectives for the Reduced Upgrade Transit have made their best endeavours to mitigate the adverse effects of the proposal and to meet the concerns of local authorities and residents.”*

The Environment Court also states that:

*“The Reduced Upgrade is not an alternative to TGM (Transmission Gully Motorway). It is both a short term strategy and one that may be made to last effectively until TGM is commissioned whenever that may be.”*

## Construction Programme and Sequence

Construction will be undertaken in three stages. These are being scheduled to minimise the period of disruption to the public- All works will be completed by mid 2003.

The stages are:

1. Construction of a duplicate Paremata Bridge, due to commence in November 2001, assuming construction funds are approved in September.
2. Road construction between the Plimmerton Weighstation and James Street in Plimmerton, expected to commence in February 2002.
3. Works along St Andrews Road and Mana Esplanade, and around Paremata Roundabout expected to commence in April 2002.

## Consultation and Liaison

The Environment Court decision identifies processes for consultation and liaison with the community during construction.

These include:

- Transit writing to owners of properties with frontage or entry modifications and/or noise treatment and to organisations and individuals with whom it will be consulting on the specific components of the works.
- Transit will establish a Community Information Programme, which will continue throughout the project and will include regular newsletters.

- A project website will be maintained.
- Newsletters will regularly inform the public of any upcoming consultation, issues that may arise and the progress of construction
- A Community Liaison Group (CLG) will be established. This will provide a forum for the community to be kept informed of the construction programme and to raise any issues that may arise as construction progresses. Transit can then address and resolve problems quickly and co-operatively. Transit is currently discussing with PCC how this will be organised.

More detailed information on the Community Liaison Group and the Project Website will be outlined in the next newsletter expected to be distributed in September/October 2001.

## Contact Details

Catherine Worsley  
Transit New Zealand  
PO Box 27-477  
Wellington  
Phone: (04) 801-2580

Or:

Bryce Julyan /Christine Chong  
Beca Carter Hollings and Ferner Ltd  
PO. Box 3942  
Wellington  
Phone: (04) 473-7551

Or visit Transit's website at:  
[www.transit.govt.nz](http://www.transit.govt.nz)

**TRANSIT**  
NEW ZEALAND  
6 6 2 6 2 4 7 3 7 5 5 1





## Background

During 1999/2000 Transit investigated strategic options for upgrading SH1 between Himatangi and Waikanae. The study indicated that there would be a further need for increased highway capacity between Waitarere Beach Road and Waikanae. A subsequent study on a section of SH1 from north of Otaki to Peka Peka Road has been identified for further investigation.

## Current Highway Statistics

- The Average Annual Daily Traffic is the equivalent of 15,000 vehicles per day.
- The predicted traffic growth is 3% per annum.
- Between 1996 and 2000 there were 158 recorded accidents of which more than 40% resulted in varying degrees of injury.
- The section of highway passing through Otaki experienced 82% of the accidents, with 25% of those being injury related.



# NORTH OTAKI TO PEKA PEKA ROAD

Transit New Zealand is refining its broad strategy for upgrading SH 1 between Waitarere Beach Road and Waikanae. This broad strategy will ultimately involve a four-lane median divided highway with consideration of bypassing urban areas. Transit's consultant, Meritec Ltd, will continue the investigation by focussing on the southern section of the route, between the north of Otaki and Peka Peka Road. The study will start off with an open day session at Otaki on 25 July.

## Purpose of this study

This study will investigate options to cope with future traffic growth, improve the road's existing level of service, safety and comfort as well as decrease delays and travel times. It will concentrate on using the existing highway corridor as far as possible, and aim at providing adequate facilities for at least the next 25 years.

This study will also assess the possibility and viability of creating the ultimate long-term objective: a four-lane highway with median barriers or grass median, **and** strategically placed high standard intersections. The development of this objective would include staging of the work to provide medium-term solutions towards reaching the long-term objective. The medium-term (10 to 15 years) solution could include a two or four lane highway with access limited to left in / left out movements between major intersections.

## Consultation process

Transit is committed to open consultation. This will be achieved through extensive consultation with the public as well as interested and affected parties.

Project development will start with an open day where members of the public will have the chance to discuss the project with the project team. These discussions will provide a general overview of the project's objectives, and present interested parties with the opportunity to make a contribution towards the development of the options.

The consultation process will continue throughout the development of the project with newsletters, public open days and individual meetings. This will ensure a "no-surprises" environment for all affected parties.



## Invitation to participate in the project development

The first open day session will be held on Wednesday 25 July 2001 between 2pm and 8pm, at the Rotary Hall, Aotaki Street, Otaki. Members of the public and interested parties are invited to attend this session.

Interested parties are also invited to submit written

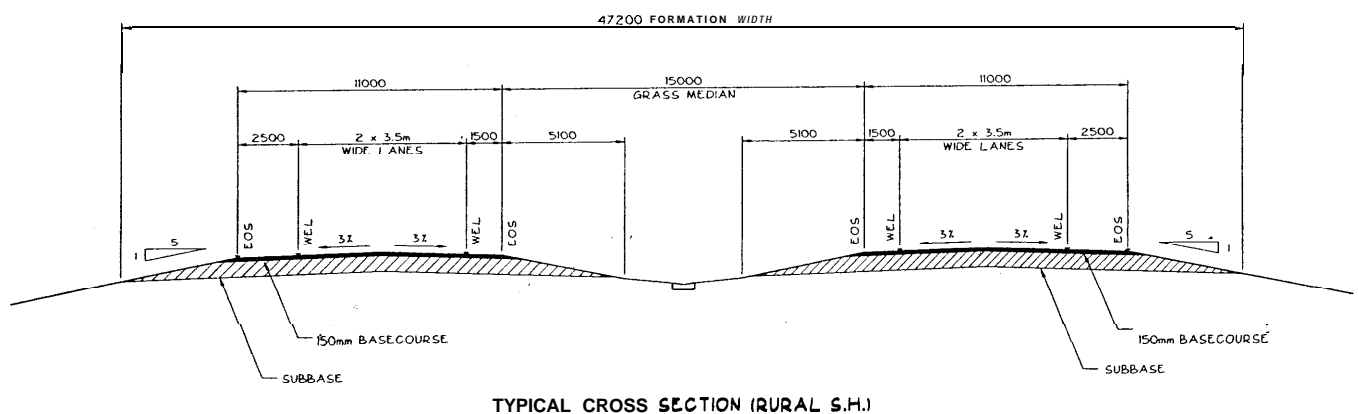
comments on the enclosed form by 15 August 2001. Submissions can also be made by E-mail to [otaki@meritec.org](mailto:otaki@meritec.org)

A follow-up newsletter will provide feedback to all interested parties.

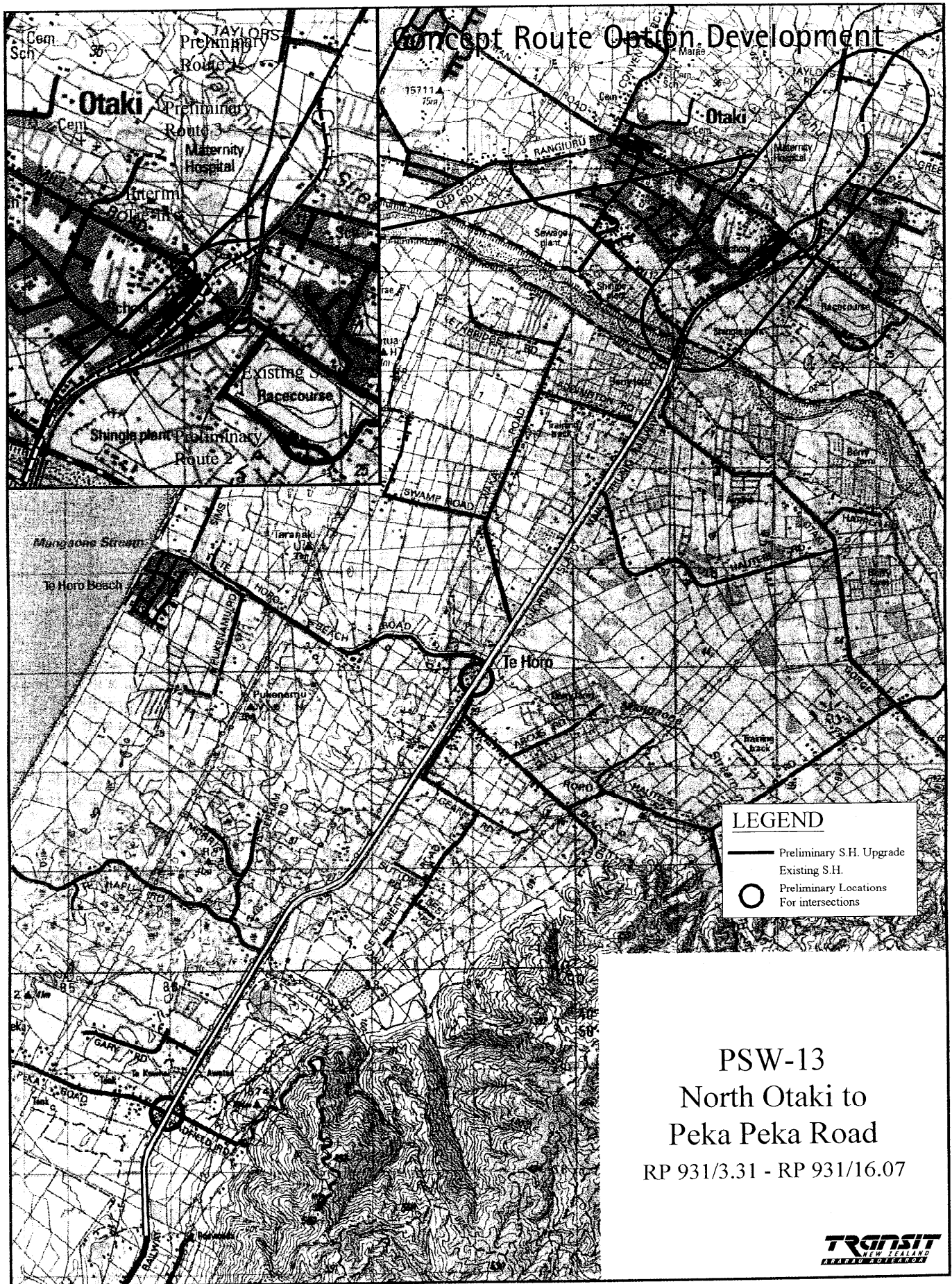
## Future Processes

Early consultation ensures that potentially affected parties are aware of the nature of the project and its aims from an early stage. It also provides the Transit New Zealand project team with valuable local knowledge and information. This is used in the preliminary development of options and their assessment.

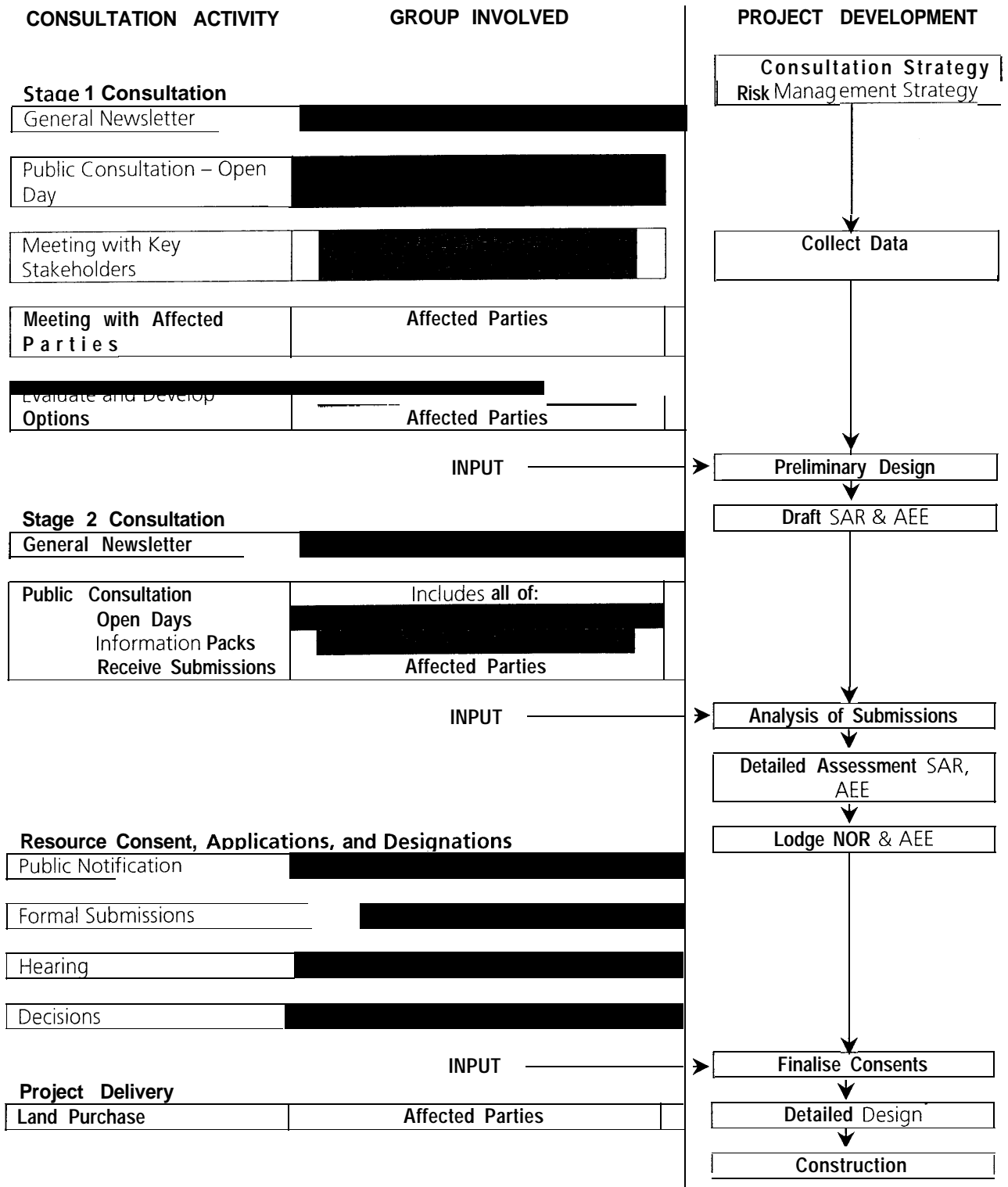
Options will be designed and analysed in order to identify feasible solutions and to assess effects on communities and the environment. Consultation with the public and interested/affected parties will continue to contribute to the process. Once the preferred design has been identified, resource consents and designations will be sought under the Resource Management Act. This process provides additional opportunities for public input.



NOT TO SCALE



**SH 1 NORTH OTAKI TO PEKA PEKA ROAD  
PROJECT CONSULTATION PROCESS**



## Project Contacts

For further information on this project please contact:

**Errol Christiansen**  
 Regional Manager (Wanganui)  
 Transit NZ  
 (06) 345 4173

**Anton van Staden**  
 Meritec Ltd  
 (04) 382 2999 during office hours.



