



**Wellington Regional Office  
Media Release**

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## **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."

**ENDS**

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