

Report 13.20  
Date 4 February 2013  
File TP/01/02/03

Committee Regional Transport Committee  
Author Natasha Hayes, Senior Transport Planner

## Progress report on major projects in the Regional Land Transport Programme 2012 - 15

### 1. Purpose

To inform the Committee of the current status and progress in relation to the large new projects included and prioritised in the Regional Land Transport Programme 2012-15.

### 2. The decision-making process and significance

No decision is being sought in this report.

### 3. Background

The Regional Land Transport Programme (RLTP) 2012 – 15 was agreed by the Committee at its meeting on 22 June 2012. The programme was then adopted by Greater Wellington Regional Council and forwarded to the NZ Transport Agency (NZTA) for consideration when developing its National Land Transport Programme (NLTP) 2012-15.

A report to the Committee on 8 November 2012 (**Report 12.522**) provided a comparison between the activities included in the RLTP and the activities identified for funding in the NLTP. A subsequent letter was received on 29 January 2013 from NZTA confirming which RLTP activities were either not included in the NLTP or have a materially different priority in the NLTP. This letter is included as **Attachment 1** to the report, for your information.

Not all activities in the regional programme were included for funding in the national programme, because activities are considered alongside activities in the other regions throughout New Zealand and assessed against national priorities and funding categories. Of the twelve large new projects in the RLTP, only the Adelaide Road Improvements project was not funded at all, the reason given that its assessment profile was considered by NZTA to be below the 2012-15 priority threshold for investment.

## 4. Comment

We are currently 6 months into the period of the 2012-15 RLTP, which is relatively early days in terms of the three year programme period. While, there has been some good progress in relation to a number of the major projects in the region, other projects remain less certain until funding approval can be obtained and/or until further investigations can be completed. This report provides an update on the twelve large new projects that were identified and prioritised as regionally and/or nationally significant in the RLTP.

The following sections provide a summary of the current project status and the traffic light symbols reflect progress at a glance. A green light is shown where funding is committed or 'probable' status and the project is progressing well. A yellow light is shown where funding is 'reserve' status only or where other issues are causing delays to the project's progress. A red light is shown where an activity has not been included in the NLTP and where lack of funding or other issues mean the project is unlikely to proceed during the 2012-15 RLTP period.

### 4.1 Rank 1: Mt Victoria Tunnel – Safety Improvements



The first phase of the Mt Victoria Safety Improvements has been completed. This included demolition of the concrete plenum and interim upgrade works to the deluge system, a heat detection system and a camera system.

Phase Two involves improvements to the Fire Life Safety systems, pedestrian/cyclist facility and the road surface. This phase sits as a 'Reserve' status in the 2012-15 NLTP. The NZTA will apply for funding in 2013 in order to complete this work as programmed.

### 4.2 Rank 2: Ngauranga to Petone Cycleway/walkway



This project relates to completion and upgrade of the cycleway/walkway adjacent to SH2 between Ngauranga and Petone.

In 2012, preliminary work was undertaken looking at potential scenarios and cyclists were engaged via focus groups and an online survey to understand cyclist views about the existing facility and possible future options. The results of this work will inform the upcoming investigation stage which NZTA is scheduled to commence in 2013. The design and construction phases are scheduled for 2014 and 2015 respectively.

NZTA is working with key stakeholders, including Wellington City Council, Hutt City Council and Port Nicholson Block Settlement Trust, on the project to ensure that there is a coordinated strategy for the entire corridor.

### 4.3 Rank 3: Adelaide Road Improvements

This project involves reconfiguring Adelaide Rd to improve the efficiency and urban amenity of this key city transport corridor. This will be achieved by street planting, providing parking on the west side of the street and bus lanes and a general traffic lane in each direction.



The first stage of this project between John Street intersection and Hospital Road is substantially complete. The intersection approaches on Adelaide Road have been widened to provide additional lanes at the intersection to improve overall safety and efficiency for all road users. Pedestrian amenity has been improved and cycle stop boxes added. Services have been placed underground to improve their resilience and enhance visual amenity of the street. The first stage will be completed with new surfacing in March 2013.



The second stage from Hospital Road to the Basin Reserve is planned for the 2014/15 financial year in the Wellington City Council Long Term Plan. However, this activity was not included in the NLTP for funding and therefore is unlikely to be progressed within the 2012-15 programme period.

### 4.4 Rank 4: SH1 Widening of Ruahine Street/Wellington Road



In 2012, and as part of the Cobham Drive to Mt Victoria Tunnel 'Roads of National Significance' (RoNS) study, NZTA completed investigations into the feasibility of widening Ruahine Street and Wellington Road prior to the duplication of the Mt Victoria Tunnel. The outcome of these investigations found that such a project was not feasible as an interim project.

However, some funding is still identified towards the end of the current NLTP for investigation of the longer term project.

### 4.5 Rank 5: Electronic Integrated Ticketing System



The investigation phase of the Wellington electronic integrated ticketing project is expected to commence in the first quarter of 2013 once NZTA funding approval is obtained. The first steps are to identify the business requirements and prepare a detailed business case, to develop the basis of integrated fare mechanisms to allow transfer between modes and different

service providers, and to define the requirements for an automated fare collection solution.

Once the business case is approved by Greater Wellington Regional Council (GWRC) and NZTA, detailed design and specifications will then be developed for a public procurement process. The timeline for the project is linked to the finalisation of NZTA's national ticketing approach, which has been developed through the Auckland integrated fares system project, and capital expenditure is now expected to occur from 2014-17, instead of from 2013-16 as forecast in the GWRC Long Term Plan.

#### **4.6 Rank 6: SH1 Inner City Bypass Intersection Optimisation**



This project now forms part of the “Tunnel-to-tunnel” project, which received construction funding approval in July 2012.

The project involves intersection upgrades, improvements to the phasing of traffic signals and a possible peak hour clearway along Vivian Street. Communications on design details and when construction might start is expected to be announced shortly.

#### **4.7 Rank 7: SH1 Basin Reserve Improvements**



This project now forms part of the “Tunnel-to-tunnel” project, which received construction funding approval in July 2012. However, funding for this component of the project (commonly known as the Basin Reserve Bridge) is subject to the NZTA obtaining all of the requisite RMA approvals before construction can commence. At the time the 2012-15 RLTP was approved, it was expected that the relevant RMA applications would be lodged with the Environmental Protection Authority in early 2013.

On Wednesday 19 December 2012 Wellington City Council held an extraordinary meeting to consider its position on the Basin Reserve Bridge. At this meeting the Council decided to undertake an investigation that it considered to be “one last look” at alternative options for improving the road network around the Basin Reserve. It also decided that it would reserve its position on the Bridge until its investigation work had been completed.

Following the conclusion of the extraordinary meeting, the NZTA invited the Mayor of Wellington City Council to present the findings of the Council’s investigation work to the NZTA Board on 1 March 2013. The Mayor accepted this invitation on behalf of the Council.

Once the Council presents its findings, the NZTA Board will consider whether or not there is another option that will deliver grade separation, traffic flow efficiencies and modal integration that are required, as well as being affordable. The NZTA Board will then decide how the findings will impact on the Basin Reserve Bridge project, as well as other the inner city RoNS projects planned.

#### **4.8 Rank 8: Johnsonville Triangle Roding Improvements**



This project relates to the widening and upgrade of roads around the Johnsonville triangle, including intersection improvements.

The project is scheduled to commence in 2013/14 in Wellington City Council's 2012-22 Long Term Plan, and is timed to align with the Johnsonville shopping centre redevelopment. A key consideration for the centre owner, DNZ Ltd, in making a decision to proceed with the redevelopment is a contribution from NZTA towards the cost of the transport improvements which are a condition of the resource consent.

Based on its assessment profile, the Johnsonville roading improvements project was only listed as 'Reserve' status for funding in the NLTP. While funding has not been approved for the activity in the 2012-15 NLTP, funding approval could still be given when an application is made during 2012-15 if sufficient evidence is provided and funds are available. Wellington City Council is currently working on providing further evidence to support its funding request to NZTA.

#### **4.9 Rank 9: SH2 Carterton to Masterton Safety Improvements**



The Carterton to Masterton Safety Improvements project will investigate a wire median barrier and additional safety improvements (intersection improvements) along SH2 between Carterton and Masterton. The proposed improvements will increase the safety and reduce the number of death and serious injuries from road crashes along this section of road.

The investigation phase is listed as a 'Probable' status in the 2012-15 NLTP for the financial year 2013/14. The NZTA will seek funding to commence this project in 2013.

#### 4.10 Rank 10: SH1 Ngauranga to Aotea Active Traffic Management System (ATMS)



This project involves improvements to the SH2 northbound on-ramp at Ngauranga to improve traffic flow and safety. Construction of the next phase of this project is due to commence in mid February 2013.

#### 4.11 Rank 11: SH1 Mackays to Peka Peka Expressway



The Board of Inquiry hearings for the regulatory consents application for this project closed on 23 January 2013. A draft decision is due 1 March 2013; the final decision is expected by mid-April.

Depending on the outcome of the Board of Inquiry process, NZTA would be in a position to commence construction in July/August 2013, subject to funding. The construction period would be four to five years.

#### 4.12 Rank 12: SH2 Ngauranga to SH58 Active Traffic Management System (ATMS)



This project relates to an extension of the existing Active Traffic Management System on SH2 from Ngauranga to the SH2/SH58 intersection. This project will improve journey times and trip reliability by providing real time information along sections of SH2 that are regularly congested at peak times.

The project is listed as “Reserve” status in the 2012/15 NLTP and the progress of this project is subject to funding availability and its priority ranking nationally in the NLTP.

## 5. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

Report approved by:

Report approved by:

**Natasha Hayes**  
Senior Transport Planner

**Luke Troy**  
Manager, Corporate Planning

**Jane Davis**  
General Manager, Strategy &  
Community Engagement

**Attachment 1: NZTA letter dated 29 January 2013 titled '2012-15 NLTP - RLTP Funding Decisions'**