

# BOARD PAPER

<b>Paper no:</b>	<b>2018/12/1327</b>
<b>Meeting date:</b>	14 December 2018
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<b>Recommended by:</b>	Brett Gliddon, General Manager, System Design & Delivery
<b>Board function:</b>	Significant planning, investment and operational matters
<b>Subject:</b>	<b>Re-evaluation findings for East West Link and Petone to Grenada</b>

# It is recommended that the NZ Transport Agency Board resolves to ...

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- **Endorse** the proposed revised approaches for:

- East West Link,
- Petone to Grenada,

noting that re-evaluation for these corridors is now complete.

# The East West Link and Petone to Grenada Projects have been re-evaluated. The re-evaluation of state highway activities is now complete

- Ten state highway corridors (16 activities) were identified for re-evaluation to ensure they:
  - align to government direction
  - achieve the right outcomes
  - ensure value for money
- The NZ Transport Agency Board has previously endorsed a revised direction for State Highway (SH) 1 Whangarei to Te Hana; SH2 Waihi to Tauranga; SH29 Tauriko network connections; SH1 Otaki to north of Levin; SH2 Pokeno to Mangatarata; SH1 Cambridge to Piarere; SH29 Piarere to Tauriko; and SH2 Melling (RiverLink)
- The direction for each re-evaluated corridor has been revised prioritising safety, access to social and economic opportunities, transport choice, resilience, and value for money. The direction has also been tested against the intervention hierarchy, the Government Policy Statement on Land Transport (GPS) themes, the Investment Assessment Framework (IAF), and the transport outcomes framework
- Additional capacity and/or offline alignments are supported in the new direction where:
  - it is necessary to support transport choice and liveability outcomes, particularly where there are significant impacts in reallocating existing road space; and/or
  - there is improved value for money by managing corridor constraints via an offline alignment
- A Board paper on programming and inclusion of re-evaluated activities into the National Land Transport Programme (NLTP) has been prepared

# The re-evaluation findings mean refocusing the direction of projects to improve access, resilience and providing greater transport choice

s 9(2)(g)(i)

Corridor	Previous direction	Revised direction
Petone to Grenada	Improve travel time reliability, efficiency, resilience, and connectivity via an expressway standard improvement	<p>Developing a better balance between resilience and east-west travel choices and connections, and value for money outcomes while supporting growth in the Wellington region</p> <p>By expanding the study area to consider the SH1/SH2/SH58 transport triangle, a wider and alternative range of transport and land use interventions have been explored that improve resilience and access within the Wellington Region</p> <p>The revised direction is strongly aligned to the wider Wellington Resilience Programme Business Case (PBC)</p>



# The Transport Agency will work with partners to share the revised priorities and key messages immediately after Board decisions

s 9(2)(g)(i)

Corridor

Key messages

Petone to Grenada

The business case for Petone to Grenada is being updated to identify a programme of transport improvements that provides greater resilience and enables increased east-west access and travel choice for people and businesses within Porirua, Hutt City, and Wellington. The programme focuses on delivering resilience, access, and value for money outcomes, as well as supporting access to new housing areas and employment hubs in high growth urban areas

The Transport Agency will work with partners to confirm the form and function and timing of the linking connection, in order to finalise the programme. Discussions regarding the funding of the link road will take place

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# The optimal mix of activities to improve resilience and travel choices is being developed for Petone to Grenada

- A package of transport initiatives, including a wider exploration of enhancing the resilience of SH1, SH2, and SH58 - as well as improving public transport access, travel demand management, and intelligent transport system initiatives is being developed, including:
  - Confirming a preferred medium/long term east-west transport package
  - Completing optimisation improvements to enhance east-west travel choice for SH1, SH2, and SH58 (for example, park and ride enhancements, travel demand measures, walking and cycling improvements, managed motorway and bus transport improvements)
  - Completing minor resilience improvements to SH1 Ngauranga Gorge and Johnsonville and SH2 (such as slope stabilisation, drainage improvements)
  - Designating preferred east/west connection (between Petone and Grenada), based on an expected 1+1 form with priority lanes from 2021
  - Implementing preferred East-West connection, and major resilience improvements on SH1, SH2 and SH58 (as identified in the Wellington Transport Resilience PBC) from 2028
- The programme will need to be confirmed with partners. The total package is initially estimated at \$600 – 1000 million. Cost certainty will improve as further work is completed
- Attachment Two contains a more detailed programme

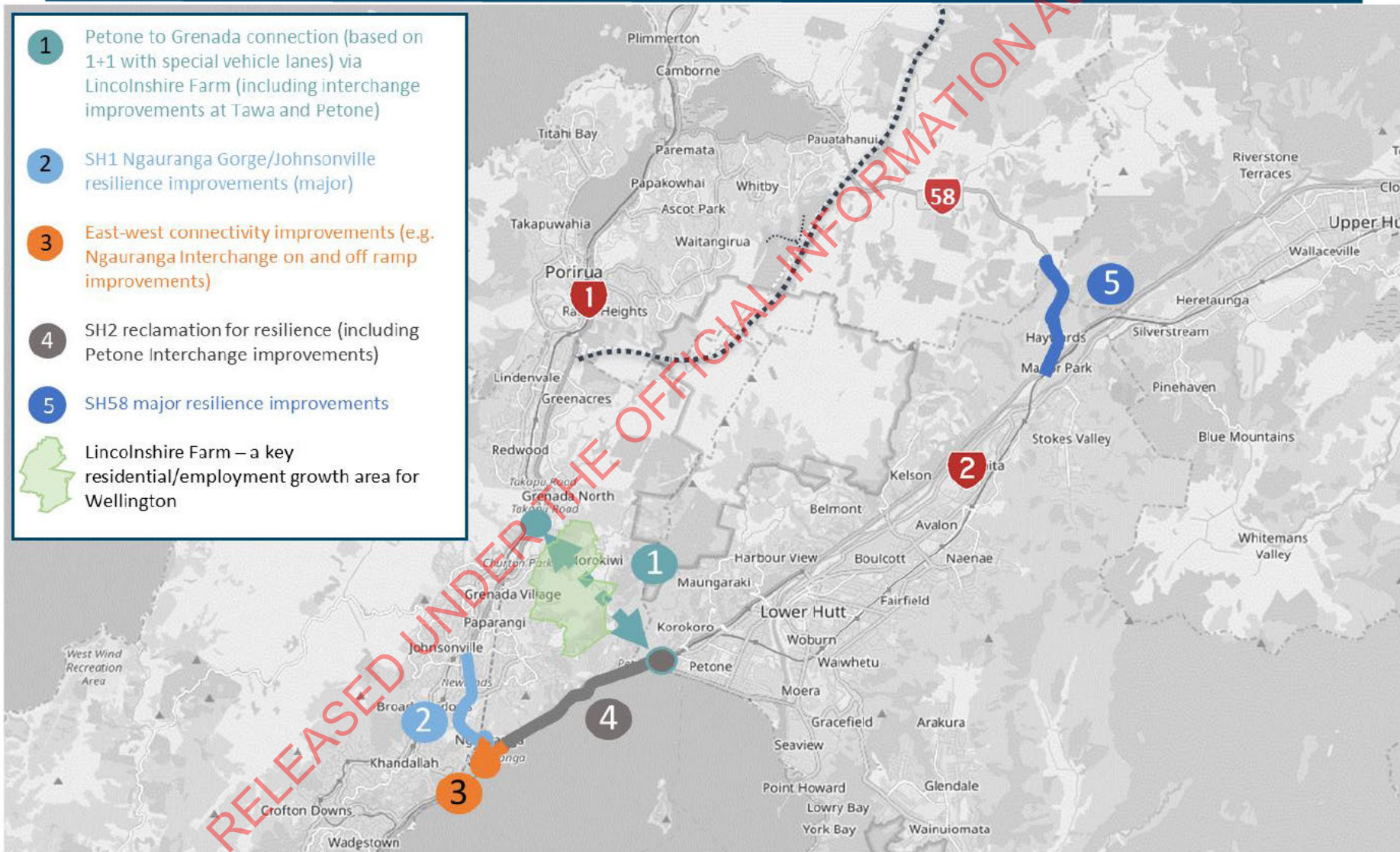
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# The optimal mix of activities to improve resilience and travel choices is being developed for Petone to Grenada

continued

- 1 Petone to Grenada connection (based on 1+1 with special vehicle lanes) via Lincolnshire Farm (including interchange improvements at Tawa and Petone)
  - 2 SH1 Ngauranga Gorge/Johnsonville resilience improvements (major)
  - 3 East-west connectivity improvements (e.g. Ngauranga Interchange on and off ramp improvements)
  - 4 SH2 reclamation for resilience (including Petone Interchange improvements)
  - 5 SH58 major resilience improvements
-  Lincolnshire Farm – a key residential/employment growth area for Wellington



# The next steps are outlined below

Corridor	Immediate activities	Timing
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Petone to Grenada	<ul style="list-style-type: none"> <li>— Engage with partners to agree package and funding</li> <li>— Start the implementation of the short term improvements</li> <li>— Complete the planning of the medium and long term resilience and access improvements, including public engagement</li> <li>— Seek the Transport Agency Board’s and investment partners’ (if relevant) endorsement for the preferred medium and long term programme</li> </ul>	<p>Early 2019</p> <p>Mid 2019</p> <p>Oct 2019</p> <p>End of 2019</p>

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# Attachment(s) and supporting information

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- **Attachment One**  
East West Link: Re-evaluation programme summary
- **Attachment Two**  
Petone to Grenada: Re-evaluation programme summary



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