

Please Quote Ref: LG/9/WRC
CW:GH78

19 March 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 – Plimmerton to Pukerua Bay Newsletter February 2001
2. SH58 – Pauatahanui Bridge Newsletter February 2001
3. February issue of “Top n Tails”

WESTERN CORRIDOR

RLTS Corridor Plan:

Roading Projects to 2004

- *Construct a new two-lane bridge at Paremata (\$4.3m).*
- *Complete the safety improvements on State Highway 1 north of Paremata (\$8.7m).*
- *Complete the safety improvements at MacKays Crossing (\$12.3m).*
- *Implement the Active Traffic Management System at Ngauranga Gorge and three lanes in each direction south to the State Highways 1 and 2 merge (\$5m).*
- *Construct the river crossing stage of the Kapiti Local Connecting Road (\$37m).*

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- *Provide other safety and capacity improvements on Stage Highway 1 between Paremata and MacKays Crossing appropriate to the timing of the Transmission Gully (new project).*
- *Develop proposals for the future of the existing State Highway with appropriate agencies for once Transmission Gully is built.*
- *Resolve funding, legislative and resource management issues relating to Transmission Gully, purchase required land and commence construction if possible.*

Roading Projects Beyond 2004

- *Construct Transmission gully as a toll road as soon as possible (\$233m).*
- *Construct the remainder of the Kapiti Local Connecting Road (\$24m).*

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 (WLR) 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.

March Update – Expect to report to Authority for adoption in July

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.

March Update - The design is complete and tenders have been received. Transit is about to award the contract for construction.

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.

March Update - The Professional Services Contract was awarded in February 2001. Investigation work has now commenced.

SH1: Lindale to Nikau Palms Drive, North of Paraparaumu

The proposed \$2M 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.

Design is nearly complete. The design is consistent with future four laning.

March Update – Expect to apply for designation and consents in April. Still negotiating for land purchase.

SH1: Poplar Avenue to MacKays Crossing (Raumati Straight)

The contract for this \$2.3M project was awarded in October 2001, and construction has commenced to widen the carriageway and provide a median barrier to separate opposing traffic. 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.

March Update – Proceeding on schedule.

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. The project will also include corner easing around the market garden site.

The second stage will be constructed when TGM is constructed, and provides for 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.

March Update – Applications for designation and resource consents are expected soon.

SH1: MacKays Crossing to Pukerua Bay

March Update - Transit has implemented a number of measures to improve the safety of this section of SH1. These include:

- closing the southbound passing lane

- installing - oversized “No Passing x-kms” signs
 - “Accident Area” signs
 - red reflector markers on edges lines
- laying double yellow, no overtaking, vibra lines from the northern limit of Pukerua Bay to MacKays Crossing.

Transit and KCDC will, in 2001/02 investigate options to improve access into Paekakariki. Improvements at the Beach Road intersection are expected to commence construction during July.

SH1: Pukerua Bay Bypass

This project is still “on hold” pending confirmation of the timing of construction of TGM. Transit has however bought two properties over the last two years as a result of widespread knowledge of the project within the community making properties on the preferred alignment unmarketable.

March Update - No progress.

SH1: Pukerua Bay to Plimmerton

The contract for 3.5 km road realignment and fourlaning was awarded in December 1999.

This \$9.3M project is proceeding on programme for completion in September 2001.

March Update - 95% of the earthworks have been completed. PCC have confirmed funding for an off-street cycleway adjacent to the new road. See attached newsletter.

SH1: Plimmerton to Paremata

Environment Court hearing completed 15 September 2000. If a positive outcome is received in the early part of 2001, completion of construction of the \$18.4M project could be expected to be in the 2002/2003 year.

March Update – Still awaiting outcome of Environment Court hearing.

SH1: Whitford Brown Intersection

This project looked at options to provide grade separation for the intersection which is currently controlled by traffic signals.

March Update - The project economics are not favourable at this time and, accordingly, this project is “on hold”.

Transmission Gully Motorway (TGM)

Appeals are being progressed to the designation arising from the hearing in front of independent commissioners in 1997. The appeal by the Paremata Residents' Association related to the eight year time frame for advance ecological mitigation is the most substantial.

Transit is working with the Department of Conservation and WRC staff in order to develop a sound strategy for obtaining the necessary consents. These negotiations for mitigation planting are progressing slowly. This will have an effect on the earliest date of delivery.

Transit's view is that the earliest possible completion date of TGM is the end of 2006, assuming that mitigation works are only required for three years. Transit has identified that the major risks to the completion date, and their effect are as follows:

- (1) Compulsory land acquisition. If this is required then it is likely that completion of the route will not be possible until 2007.
- (2) If substantial appeals are lodged against the WRC consents, then completion of the route could be held up until the end of 2008.

These completion dates require that funding for early construction, including any supporting legislation, for early construction must be in place by mid 2002.

Key risks for the early delivery of TGM are as follows:

- (1) Inability to secure funding/legislation for TGM.
- (2) Inability to secure funding for fees for essential preparatory work, particularly related to WRC consents, procurement strategy development and land purchase as described above.
- (3) Inability to secure resource consents in a suitable form to allow economic construction of the route.
- (4) Potential technical difficulties in the design.
- (5) Increased cost estimates after detailed investigation and design work has been completed.

March Update – Ongoing work to resolve appeals on designation. Commencement of discussions with WRC on environmental mitigation.

SH1: Ngauranga Gorge Active Traffic Management System (ATMS)

The Ngauranga Gorge ATMS is designed to improve road safety and assist the management of traffic through the Gorge by using technology.

March Update - The system is now commissioned and is working as designed. The Variable Message Signs have been used during incidents on the gorge. There are plans to display safety messages during off peak driving hours in the near future.

NGAURANGA TO WELLINGTON CBD

RLTS Corridor Plan

Roading Projects to 2004

- *Construct the Ngauranga-Aotea tidal flow system (\$16m)*
- *Construct the next phase of the inner city bypass through Buckle and Arthur Streets (\$26m); and*
- *Enhance traffic management to improve pedestrian and vehicle flows (\$2m).*

Ngauranga to Aotea Capacity Improvement

Development of the detailed proposal for capacity improvement, including provision of a moveable lane barrier.

March Update – Expect to advertise professional services in May 2001.

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

Transit is awaiting a response from Transfund on the funding application for the detailed design of this project. The project has been independently peer reviewed and shows a B/C of 3.8 based on tangible benefits, and 4.2 including other non road user benefits. Transit holds all the necessary land and consents for the project.

March Update – Still waiting for completion of Transfund's review. Depending on timing of Transfund's approval, it is expected that the first work on site could occur in September 2001.

WELLINGTON SOUTH TO AIRPORT

RLTS Corridor Plan

This corridor covers that area of Wellington City south and east of the Basin Reserve through to the Wellington Airport.

Roading Projects to 2004

- *Undertake further investigation of this transport corridor with relevant roading and transport authorities*

Projects beyond 2004

- *Investigate alternative solutions, and if cost effective construct Mt Victoria Tunnel duplication in conjunction with a road toll on the tunnels (\$50m).*

SH1: Basin Reserve

March Update - Stage 1 of the investigation phase looking at options to improve traffic flow around the Basin Reserve is almost complete.

WAIRARAPA CORRIDOR: MASTERTON TO UPPER HUTT

RLTS Corridor Plan

Roading Projects to 2004

- *Construct improvements on the Kaitoke Hill Road (\$10m);*
- *Maintain continuous improvements on the Rimutaka Hill Road;*
- *Complete the 70 kph standard design for the Rimutaka Hill Road;*
- *Develop passing lanes on the Featherston-Masterton Road.*

Projects beyond 2004

- *Develop the Rimutaka Hill road to 70 kph standards (\$30m);*
- *Develop additional passing lanes on the Featherston-Masterton Road.*

SH2: Mt Bruce to Featherston Strategy Study To check with PB

The strategy study considers the long term development of this section of SH2. Key outcomes are the ongoing development of passing lanes between the four Wairarapa townships, and specific improvements such as Waiohine Bridge (see below) and sections of highway where land use causes significant interaction with passing traffic (eg the fruit stalls north of Greytown). These identified deficiencies will be the subject of more detailed investigation work over the next year.

March Update – Expect to report on draft strategy to Authority in April. This draft will form the basis for consultation with local authorities during April.

SH2: Waiohine Bridge

This relatively narrow highway bridge over the Waiohine River north of Greytown has caused significant adverse comment from road users over the years however the accident history for the bridge itself is relatively minor, notwithstanding a number of anecdotal reports to the contrary. The bridge 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.

March Update - Transit has received the detailed investigation report, and this has been reviewed. Recommendations are expected within the next two months.

SH2: Rimutaka Hill Rimutaka Hill Upgrade:

March Update - Transit is currently preparing tender documents for Professional Services Contract for the development of the detailed strategy for SH2 over the Rimutaka Hill. This work recognises the 70 km/hr standards in the RLTS and will move forward strategy work undertaken over the last seven years.

Rimutaka Corner Easing

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

March Update – Project economics being reviewed.

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. Subsequently, of the two landowners who appealed to the Environment Court, one has been formally resolved.

March Update - Transit is actively purchasing property on the route, and has completed four of the sixteen purchases necessary, with several others well advanced. Detailed design work is on target, and assuming remaining property can be purchased without undue delays, then it is expected that the project will be advertised for construction in mid 2001.

HUTT CORRIDOR: UPPER HUTT TO NGAURANGA MERGE

RLTS Corridor Plan

Roading Projects to 2004

- *Design and construct an upgrade of the Korokoro/Dowse intersections on State Highway 2 (\$37m);*
- *Design and construct SH2/58 intersection improvements involving grade separation and removal of traffic signals; and*

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.

March Update – Professional Services contract awarded in October 2000. Investigation proceeding.

SH2: Dowse Drive, Korokoro to Petone

The SH2 Melling to Petone project is aimed at reducing delays and improving safety. To achieve this, the proposed upgrade rationalises access to SH2 and includes the provision of overbridges, on and off ramps at these access points.

March Update – Public consultation for the redevelopment of this section of SH2 is now complete. Transit will lodge the Notice of Requirement and planning consent applications with WRC and Hutt City Council (HCC) shortly.

PORIRUA TO HUTT VALLEY

RLTS Corridor Plan

Roading Projects to 2004

- *Provide safety improvements to State Highway 58 and its junction with SH1 (\$16m); and*
- *Construct a replacement Pauatahanui bridge (\$2.5m).*
- *Address the needs for high quality roading links between Porirua and the Hutt Valley*

Projects Beyond 2004

- *Construct the Hutt Valley-Porirua Road link in conjunction with the Western Corridor Implementation Plan (\$62m). (Under review in Eastern Corridor Implementation Plan).*

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. 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.

March Update - The Notice of Requirement and related consent applications have been lodged. The hearing is expected to be held at the end of April.

SH58: Pauatahanui Bridge

The project which was awarded in September 2000, 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. It is expected that this \$2.5M project will be substantially complete in June, with some final restoration work undertaken during the spring.

March Update - Construction is proceeding on schedule. See the attached newsletter for more information.

CLOSURE

I have not detailed all activities that Transit is involved in, and will be happy to expand on these, or in more detail on the above as required at the meeting.

Yours faithfully



Peter Bailey
ACTING REGIONAL MANAGER

Plimmerton to Pukerua Bay (The Rural Section) State Highway 1 Project Newsletter 2, February 2001

Background

Transit New Zealand is currently improving the 3.5 kilometre rural section of SH 1 between Plimmerton and Pukerua Bay. The purpose of the project is to improve safety and halve the high accident rate on this stretch of road. In the past five years, it has been the site of over 60 accidents.

The project began in late February 2000 and is expected to finish in September 2001. Construction includes realigning the road and upgrading it to two lanes in each direction, separated by a median barrier. A new intersection will be built at Airlie Road.

Construction work has moved closer to the highway and all passing lanes have been closed (the northbound passing lane north of Airlie Road is only partially closed) and the speed limit in the area reduced to 70 km/h. This is to ensure the safety of the construction team and motorists. The lanes will remain closed until the project is completed.

View of the Rural Section



Special consideration has been given to nearby Taupo Swamp to ensure its protection during road construction. Public viewing areas are part of the project.

Project outline

In November's newsletter we outlined the project which has been designed to ensure maximum safety and minimum disruption to road users and construction workers. The project has three main parts:

Part 1

Bulk earthworks off the existing highway and including the establishment of fill sites and the extension or installation of culverts

Part 2

Road construction involving work on both the new and existing road alignments, and including the installation of the median barrier.

Part 3

Landscaping and finishing work including roadmarking and new signs

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Progress to date**Part 1**

- About 90% of the earthworks are complete. Favourable weather conditions have resulted in good progress on excavation and filling activities.
- Wet sensitive soils were unexpectedly encountered in some of the cuts and beneath a number of the fill embankments. The soils have been treated in a number of different ways including the use of geotextile separation membranes, rock drainage layers and deep subsoil drains.

**Treating sensitive soil**

- The sewer relocation at the northern end is mostly finished. This will allow completion of the bulk earthworks in this area.
- Laying of the culverts is about 60% complete with the major drainage works around the Airlie Road intersection progressed as far as possible until traffic is diverted to the new alignment.

At the culverts identified by DoC and QEII, concrete block baffles (see photo following) are being installed in culvert inverts to assist fish swimming against the water flow. Stream bed armouring rock at the culvert outlets is having part of the surface "sealed" to provide fish passage at low water flows

Part 2

- Pavement construction started in early February. As this work proceeds traffic will be diverted progressively on to some of the new construction. Drivers getting used to the changes will need to be especially vigilant over the coming months on this section of the highway

**Concrete block baffles to assist fish passage****Next steps**

The major work to be undertaken over the next couple of months is the construction of the new road.

Following the construction of the road, the landscaping work will be done. The landscaping programme includes grassing the new cut batters and planting native vegetation between the new road and Taupo Swamp and at a number of locations on the eastern side of the highway. The hydroseeding of the cut batters is being done as they are completed. The grassing and planting is expected to be completed by September 2001.

A cycleway has been proposed for the west side of the highway and will be funded by Porirua City Council.

Where to find further information

In addition to regular road reports, further information on the project can be found on the Transit website on www.transit.govt.nz or contact:

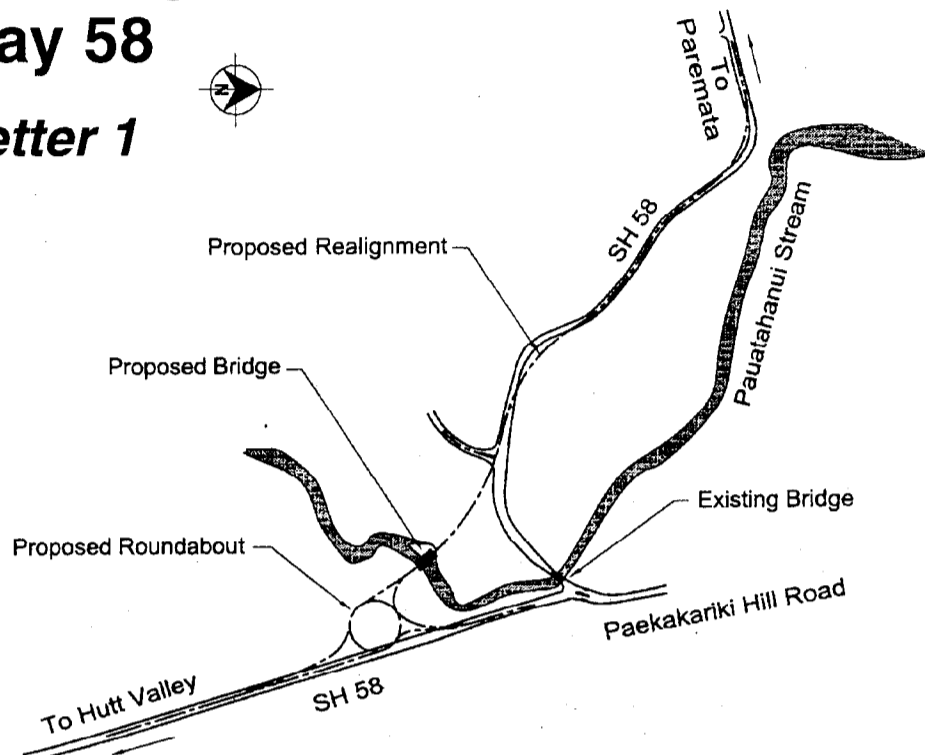
Catherine Worsley, Project Engineer
Transit New Zealand, PO Box 27477
Wellington
Phone: (04) 801 2580

Or

Terry Catley, Project Consultant
Beca Carter, PO Box 3942
Wellington
Phone: (04) 473 7551

Pauatahanui Bridge Replacement State Highway 58

*Project Newsletter 1
February 2001*



Background:

Pauatahanui Bridge is located on State Highway 58 approximately 30km north of Wellington. The bridge is located at a major intersection of SH58 with Paekakariki Hill Road and is the last remaining single lane bridge on a major arterial route in the Wellington region. The highway has a traffic volume of over 12,000 vehicles per day, accommodating commuters travelling between Porirua and the Hutt Valley.

Considerable delays are currently experienced where vehicles are forced to slow or stop to cross the bridge. A high number of non-injury crashes also occur in the vicinity of the existing bridge. Ongoing growth in traffic on SH58 has led to an increased number of incidents in recent years.

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Project Objective:

The project will reduce delays currently experienced during peak travel times and improve safety through this section of SH58.

With this in mind, the project consists of:

- Construction of a new two-lane bridge over the Pauatahanui Stream, located approximately 150 metres upstream of the existing bridge.
- Construction of a new 50metre diameter roundabout east of the new bridge to provide access to Pauatahanui village from SH58.
- Realignment of approximately 1.1km of highway.
- Retention of the existing bridge for access to adjacent properties and for use by pedestrian and cyclist traffic travelling between Whitby and Pauatahanui village.

Project Programme:

The project commenced in November 2000 and is working towards an August 2001 completion date.

The complexity of the project has required careful planning and coordination to ensure both minimum disruption to road users and that the construction deadlines can be met.

The project has three major components:

Part 1 - Construction of the new bridge.

Part 2 - Bulk earthworks off the existing highway including excavations, establishment of fill sites and the extension or installation of culverts.

Part 3 - Road construction involving work on both the new and existing road alignments and including installation of roadmarking and signage.



Construction of fill zone opposite Joseph Banks Drive



Construction of bridge piles

Over the past three months there has been minimal disruption to the motoring public as the majority of work has been completed off State Highway 58.

- Excavation works have been completed at Henderson Bend in preparation for its realignment.
- Foundation piles for the abutments (ends) and the central pier of the new bridge have been installed.
- Fills for the new road alignment have been constructed opposite Joseph Banks Drive, at the new bridge approaches and the new roundabout location.
- Services relocation work has been carried out.

February to April 2001

Construction Programme:

Construction of the new bridge will continue.

Earthworks will continue at the new roundabout site and at the approaches to the new bridge.

Construction will commence on a 250 metre long timber retaining wall located east of Henderson's Bend.

Temporary "Stop/Go" operations will continue throughout the project duration to assist in managing traffic flow through the site. In some instances, a temporary detour route through Whitby may be required. To avoid delays, motorists may want to reschedule their travel or consider alternative transport means.

Where to Find Further Information:

In addition to regular road reports, further information on the project can be found on the Transit website at: www.transit.govt.nz

or contact:

Andrew Adams
Project Manager
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PO Box 27477
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Project Engineer
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SH1

Blenheim Upgrade

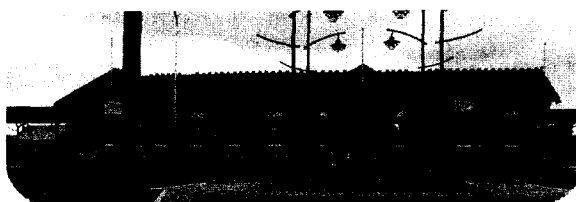
Construction is right on schedule for the State Highway 1 Blenheim Upgrade Project with the bridge over the Taylor River completed and open for traffic.

The recently redecorated station building looks good in its new environment next to the relocated track, complete with clay paving, palm trees and decorative street lights. All three roundabouts are completed and operating successfully.

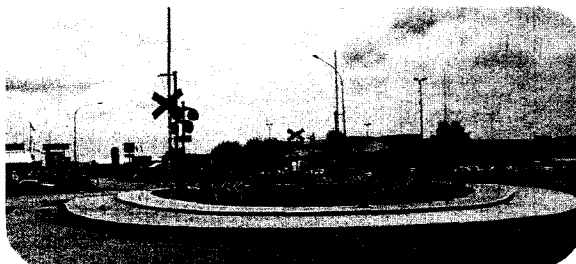
The \$4 million project aims to improve safety and traffic flow at several locations through Blenheim along SH1.



New bridge over the Taylor River which opened for traffic on 20 December 2000



Redecorated station building in its new environment



One of the three new roundabouts

TAKE CARE DRIVING THIS SUMMER

Transit would like to remind everyone to drive safely this summer. Although Transit is committed to providing New Zealanders with safe roads to travel on, please remember it is a joint effort. Road users need to drive to the conditions and speeds on the highways to help prevent accidents. So have fun this summer and drive safely.

SH58

Pauatahanui Bridge Replacement Project

Work has started to replace the single lane Pauatahanui Bridge, on State Highway 58 approximately 30km north of Wellington, with a new 28m long two-lane bridge.

Vertical wick drains have been installed on the embankment approach to the bridge to release underground pressure so the road above can be built more quickly. Piling for the bridge is also underway.

The \$3 million project will reduce delays. Vehicles are currently forced to slow or stop to cross the bridge, which is located at a major intersection of SH58 with Paekakariki



Working on piles at the Pauatahanui Bridge site

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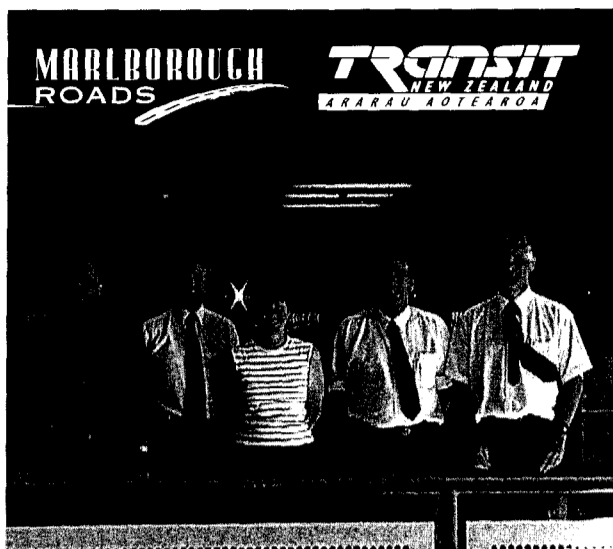
INSIDE:

- Marlborough Roads
- Unofficial signs and vehicle sales
- SH2 Ngauranga
- Off-Ramp Improvement
- Recent appointments

If you require information on Wellington Regional Office projects please contact Philippa Ross on (04) 801 2580 or email Philippa.Ross@transit.govt.nz

SH1

Marlborough Roads

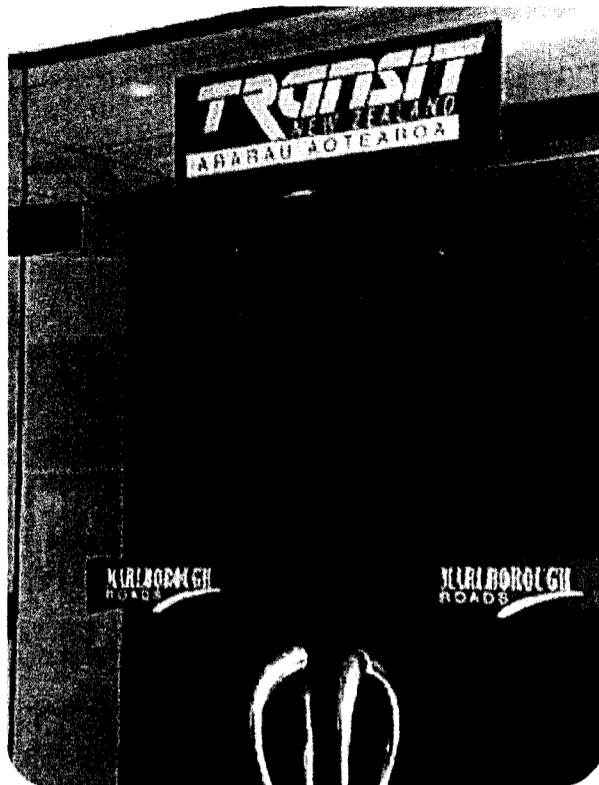


The Marlborough Roads team, from left to right Steve Murrin, Frank Porter, Jenny Hearne, Dave Miller and Keith Turner

Transit's new office, operating under the name Marlborough Roads, opened in Blenheim on 1 December.

Responsibilities of the new office include managing all 1,778km of roads in the region - both 1,518km of Marlborough District Council-owned roads and Transit's 260km of state highway. Its duties also include managing car parking facilities and collecting parking fees. The venture is the first of its kind between Transit and a local authority.

Frank Porter is heading the Marlborough Roads team which includes former roading staff from Marlborough District Council. Staff members



Marlborough Roads opens its doors

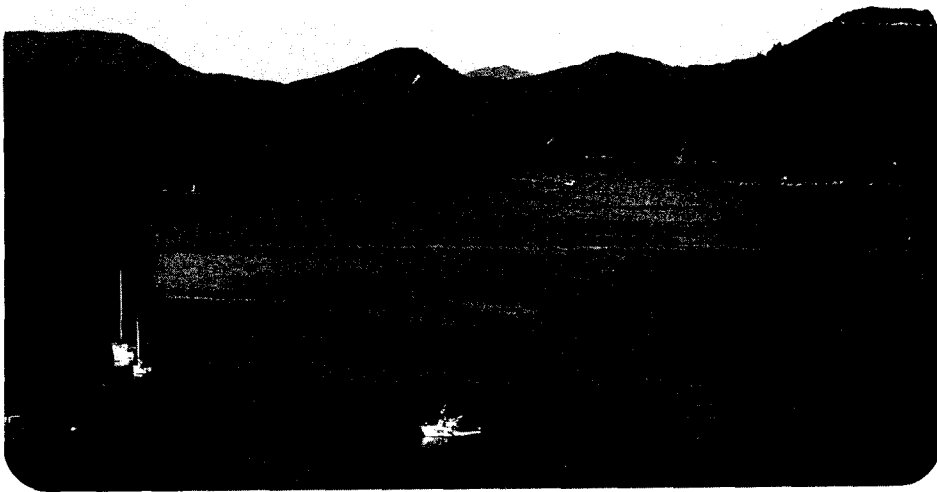
include roading engineer David Miller, asset management engineer Steve Murrin, parking administrator Keith Turner and receptionist Jenny Hearne.

Plans for the venture were initiated in 1999 when the organisations investigated ways they could work together to benefit the community.



SH1

Marlborough Roads continued

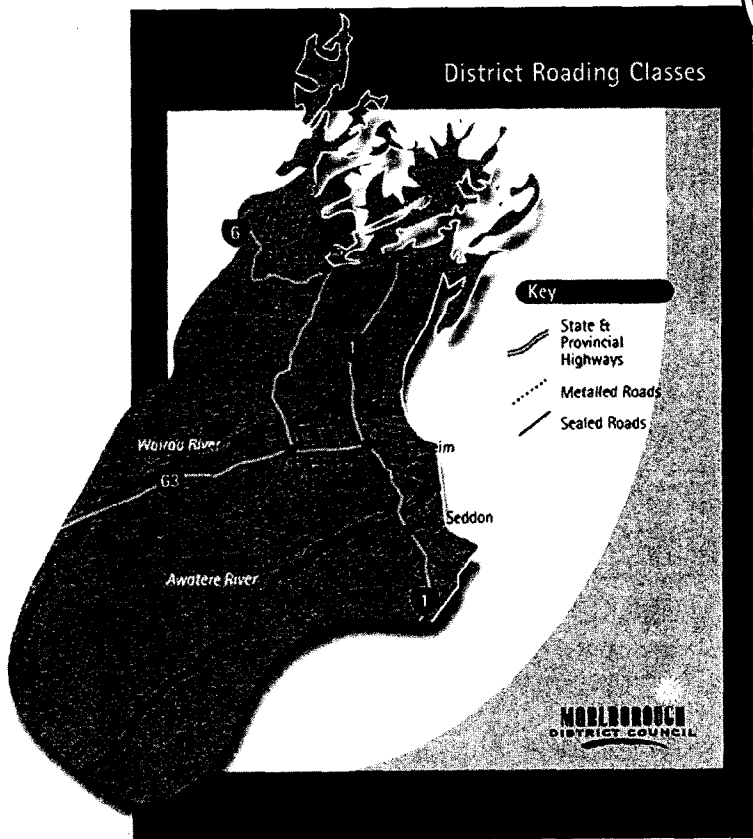
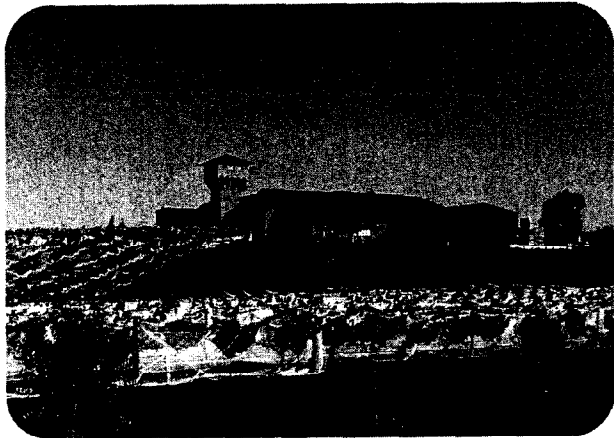


Scenes of Marlborough

These include:

- ⇒ An integrated approach to long-term solutions for the district's whole roading network
- ⇒ Combining roading expertise of both parties
- ⇒ Administration savings from centralising processes and not duplicating effort
- ⇒ Better buying power with suppliers and contractors
- ⇒ A partnership focused on providing better services to ratepayers
- ⇒ Savings of half a million dollars to ratepayers which could be channelled into other projects.

Total road maintenance savings expected from the Marlborough Roads operation is about \$1.7 million per year.



! Unofficial signs and vehicle sales

Many people don't realise that displaying an unofficial sign or selling a vehicle on any of New Zealand's state highways is illegal, resulting in the items being removed and a possible fine.

Transit is currently trying to raise public awareness on this important safety issue.

Transit's Wellington Office Highways Planning Officer Ian McKenzie says that the bylaws preventing display of unofficial signs and vehicles for sale on state highways were developed to provide a safe and secure driving environment for the motoring public.

"Unfortunately there have been a number of instances where illegally placed signs and cars have limited motorists' visibility or distracted them, resulting in accidents," says Mr McKenzie.

Under the bylaws, Transit is allowed to remove vehicles and signs from any state highway. However it would prefer not to have to exert that right and is appealing to the public to obey the law.



Pauatahanui Bridge Replacement Project continued

Hill Road - a major arterial route in the Wellington region. It will also address a number of safety concerns through this section of SH58.

Other improvements include a new 50m roundabout and realigning 1.1km of highway. Henderson's Bend, part of the highway realignment, has been straightened. Project completion is expected by June 2001.

Project manager Andrew Adams says the co-operation and support from landowners, Porirua City Council and Wellington Regional Council has been instrumental in the project's progress and running to schedule.

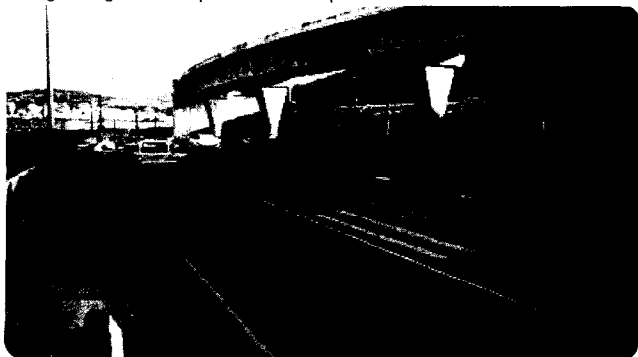


Installing the wick drain on the Pauatahanui Bridge Replacement Project



SH2 Ngauranga Off-Ramp Improvement

Ngauranga Off-Ramp before the improvements



Ngauranga Off-Ramp after the improvements



This intersection in Wellington suffered from peak-time congestion leading to safety problems. This has been overcome by the addition of an extra lane from SH2 to Ngauranga (SH1), along with better road marking and signage.



Recent appointments



Anton van Staden has been appointed as a project engineer in the Wellington Regional office after moving to New Zealand from South Africa. He gained experience in the roading industry as a professional engineer in both consulting and contracting roles, the most recent being as Town Engineer in Still Bay, South Africa. Anton has been assigned a range of projects, including the SH2 Melling (Dowse) to Petone upgrade and several in the Blenheim/Nelson area.



John McCarthy has been appointed as a project engineer. He recently resigned from the New Zealand Army where he was an officer in the Corp of Royal New Zealand Engineers. John was involved in project management and personnel management throughout his nine-year career in the New Zealand Army, and has worked in a variety of locations including Papua New Guinea, the Falkland Islands and the Arctic Circle. His involvement was mainly as an officer supervising minor construction. John will be looking after projects sited along SH1.

TRANSIT
NEW ZEALAND
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