



Ref ME2-07  
BH:PR1

12 June 2001

Wellington Regional Council  
P O Box 11646  
WELLINGTON

Attention: Tony Brennand

Dear Sir

NAME	
T. Brennand	AWB
TO ACTION:	

## 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 - Raumati Straight Improvements Newsletter
2. SH2 - Dowse to Petone Newsletter March 2001
3. SH2 - Te Marua Newsletter April 2001
4. May 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 McKays 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 State Highway 1 between Paremata and McKays 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 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.

**June 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 provisionally due in September.

### **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.

**June Update** - An agreement between Transit and KCDC is being prepared to take the project through the design phase. Mediation is expected in late June with one of the appellants to the designation.

### **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.

**June Update** - Transit has awarded the contract for construction to Fulton Hogan. The contractor will start on site soon. Expected construction time is 18 months.

## **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.

**June 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.

**June Update** - Design is almost complete. Further delays occurring due to landowner negotiations. NoR expected to be lodged by end of June.

## **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.

**June update** – Construction is proceeding on schedule. Completion expected February 2002.

## **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.

**June update** – Applications for designation and resource consents lodged with KCDC and Wellington Regional Council (WRC). Expected to be publicly notified by the end of June.

### **SH1: MacKays Crossing to Pukerua Bay**

**June update** – Draft scope completed for the project to investigate options to improve access into Paekakariki. Expected to be awarded in early August. Design completed for the improvements at the Beach Road intersection. Construction expected to commence in August.

### **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.

**June update:** No progress.

### **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.

**June update** - Completion is now expected in November 2001. Construction of the road is now underway, with the southbound carriageway expected to be open to two way traffic in late August. Work is also progressing to clear, topsoil and plant the area between the road and Taupo Swamp.

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

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

**June update** - Still awaiting the outcome from the Environment Court,

## Transmission Gully Motorway (TGM)

### Update:

- Transit now owns 13 of 63 properties along the TGM alignment.
- Transit is developing a new contract to seek the consents required for TGM. Currently negotiations are taking place to get agreement with the WRC that all required consents have been identified.
- A funding strategy has been developed and forwarded through to Transfund to inform them of Transit's strategy for requesting funds for TGM. Transit will seek funding in stages, as each stage is scoped and developed. This approach will provide maximum accuracy, and minimise risk for Transfund.
- There are currently 5 outstanding appeals to the designation although one is close to being resolved.
- Transit is seeking to gain agreement from parties on the position and type of planting required in the retirement areas, and get this planting underway.

## NGAURANGA TO WELLINGTON CBD

### RLTS Corridor Plan

#### *. Rooding Projects to 2004*

- *Construct the Ngauranga-Aotea tidalflow 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.

**June update** – Contract documents being developed. Expect to advertise by end of 2001.

## **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.

**June update** - Transfund's peer review confirmed the B/C at 3.7 . Transit has applied for design funding for 2001/02. Issues raised in the peer review will be addressed in parallel with the design phase. Given Transfund's approval, it is expected that the first work on site could occur in October 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**

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

**June 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

### 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

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 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.

**June update** – This strategy study is now available in draft. It has been discussed with local authorities in the Wairarapa and will be submitted to the Transit Authority at its August meeting

### 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.

**June update** – A new bridge has been identified as the preferred scheme. Notice of requirement and consents are being prepared. Currently working with Transfund to resolve issues relating to the scheme assessment.

## **SH2: Rimutaka Hill**

### **Rimutaka Hill Upgrade:**

This investigation project recognises the 70 km/hr standards in the RLTS and will move forward strategy work undertaken over the last seven years.

**June update** – Funding and staging of the investigation phase still to be finalised.

### **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.

**June update** – Transit has received the detailed investigation report and had it peer reviewed. Recommendations on a preferred scheme are expected within the next two months.

## **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.

**June update** - Design is being finalised. Land purchase is continuing. Construction expected late 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*

### **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.

**June update** – Investigation proceeding.



## **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.

**June update** – Notice of Requirement has been lodged and notified, with approximately 30 submissions received. Currently preparing for a hearing, expected to be July / August.

## **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) 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.

**June update** – 62 submissions have been received on the intersection with 46 of those common to the HAG (Haywards Action Group). 83 submissions have been received on the road realignment with 46 of those common to HAG. A joint hearing (WRC, UPCC, HCC, PCC) by Commissioners is scheduled to start 27 June.

**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.

**June update** - Construction is proceeding on schedule. Traffic will be on the bridge by the end of July with its official opening in early August. Road works are substantially complete.

**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



Brian Hasell  
REGIONAL MANAGER

## RAUMATI STRAIGHT SAFETY IMPROVEMENTS

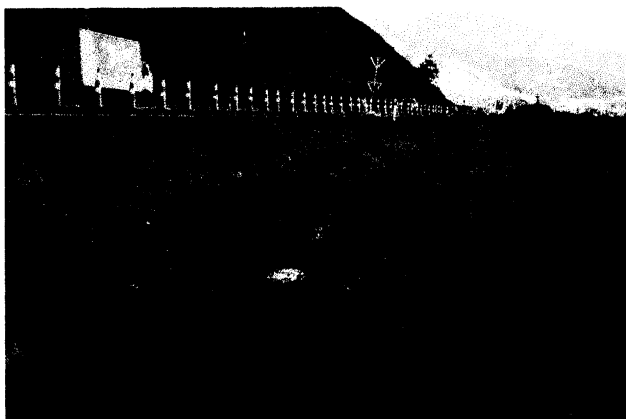
Newsletter May 2001

**Safety improvements along Raumati Straight on State Highway 1, 40km north of Wellington are making good progress, although it may not appear that way to regular commuters.**

Raumati Straight is well known to locals as the scene of a number of accidents including head on fatalities. Improvements are underway to make the section safer and enable it to cope with an increasing traffic volume.

Construction work on the project involves widening the road on the western side, installing a median barrier and widening the shoulder. Turning facilities will be constructed to improve access to and from Waterfall Road at its intersection with SH1.

Transit project engineer John McCarthy says work is well underway with a major part of the project, the preloading phase, almost complete. Preloading is a special technique used when the existing soil is particularly soft. It is used to avoid settlement and sinking movement in the final road surface.



*Preloading the western shoulder of road*

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However, despite the positive end result, it is a long process and makes the construction phase longer than usual.

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

Both the original 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.

"To road users it may appear that a stop-bank has been built and progress is very slow, but the preloading is necessary.

Once the various measurements are stable, surplus material can be removed and the road surface construction can begin." Mr McCarthy said.

"We understand motorists can be frustrated by the delays but we ask them to remain patient and to continue to drive to the conditions."

*For further information please contact.*

*John McCarthy*

*Project Engineer*

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*Filling the drains, Dec 2000*



*Installing the wick drains  
Dec 2000*



*Preloading the peat areas*

# State Highway 2 Dowse To Petone Upgrade

Transit New Zealand's mission is: to provide a safe and efficient highway system, which meets the needs of road users and communities it serves. Transit has been investigating improvements to State Highway 2 (SH2) between Dowse Drive and Petone to achieve this mission. This newsletter outlines the proposed improvements and processes relating to the upgrade project.

## Background

Road users travelling on SH2 between Petone and Dowse experience delays and a high risk of accidents at the various intersections. There were 108 crashes recorded between

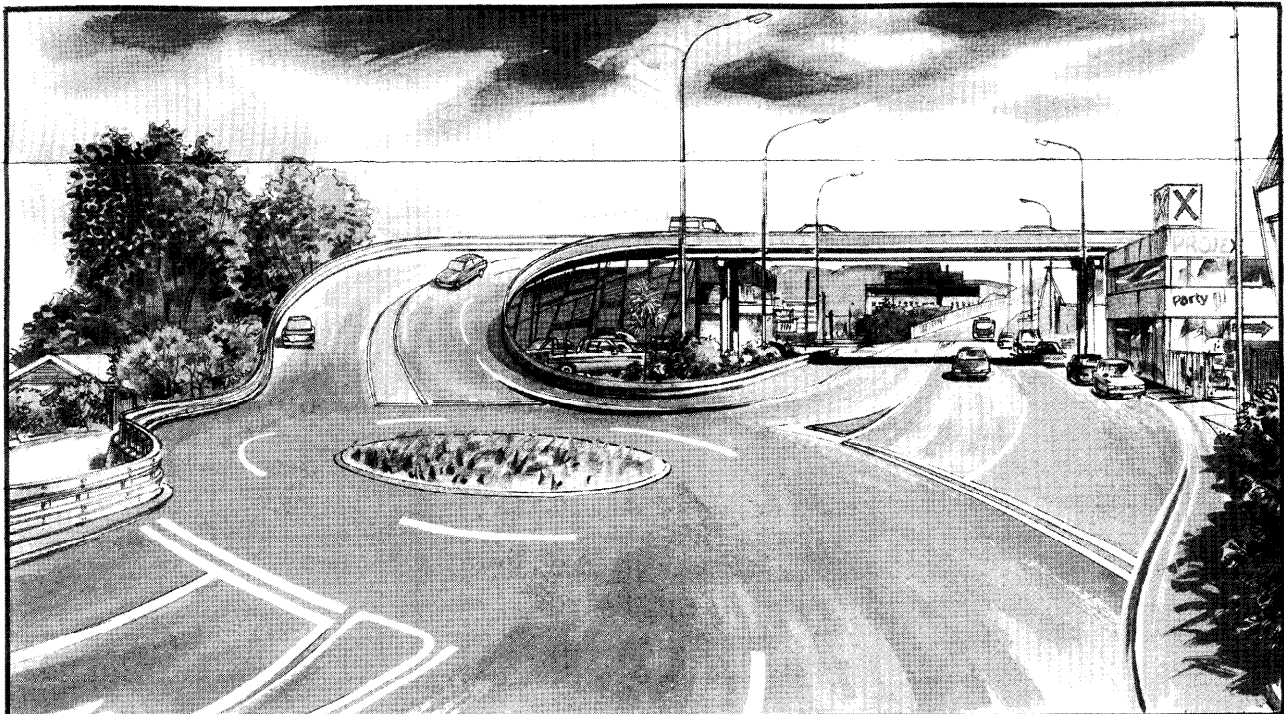
Melling and Petone from 1994 to 1998. Of these accidents the Korokoro Intersection had the worst record with 62 crashes, including two fatalities. The Dowse Intersection had 19 crashes, one of which was fatal. Both crash rates are higher than

the national average for similar intersections.

The Dowse to Petone upgrade is aimed at reducing the accident rate in the area, decreasing congestion and improving travel times. To achieve this, the proposed upgrade includes the following:

- An overbridge at the Korokoro Intersection, connecting the Western Hills with Hutt Road (similar to the Normandale overbridge with no direct access to SH2). However,

*continued over-leaf...*



Artist's impression showing the Dowse Drive embankment meeting the Hutt Road at the proposed roundabout at the western end of Hume St.



- Korokoro residents will be provided with a left in and left out access to and from SH2 (opposite Petone Bowl) via a new service 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 that includes changes to the general layout and an overbridge linking Korokoro Road to the Petone Railway Station.
- Minor safety improvements to the highway between the existing intersections.

In addition to an overall reduction in travel times, accidents and congestion, other project benefits include:

- Improved access to Hutt City's central business district from the highway and the Western Hills. With the new arrangements at Korokoro, motorists travelling north along the highway will be able to exit at Korokoro rather than using either the Dowse or Petone Interchanges. The new Dowse Interchange means motorists travelling from the Western Hills will no longer have to use the highway to get to Hutt City's CBD, making the route more convenient and reducing travel times
- Safer and easier access to Percy Reserve and to the Petone Railway Station carpark, including improved car parking,

Transit has worked closely with

Hutt City Council (HCC), Wellington Regional Council (WRC) and TransRail throughout the development of the project. Agreement has been reached with these organisations that will enable the highway to be realigned through the Petone Railway Station carpark in conjunction with an expanded carpark and improved access into the carpark.

Transit has also consulted widely with the public through a series of meetings and Open Days, between March and November last year. Concerns and suggestions raised by the various parties were carefully considered and, where possible, addressed in the designs. These steps were taken in order to ensure the maximum achievable benefits for road and public transport users as well as for residents. Throughout the development of the project, newsletters have been issued to keep the public informed of the progress.

### What happens next?

Transit will lodge designation and resource consent applications this month (March 2001). HCC and WRC will then notify the applications which provides the public with the opportunity to make submissions on the project to the consent authorities (HCC and WRC).

The consent process is expected to take several months, with a presentation at a hearing before independent commissioners around June 2001.

The commencement of detailed design would follow the

confirmation of the NOR and approval of consent applications.

The construction phase could take about two years to complete, and is anticipated to be between 2002 and 2004.

### Further information

Transit's web site at: [www.transit.govt.nz](http://www.transit.govt.nz) includes information about this project as part of the consultation process. The Dowse to Petone web page can be accessed through the "Projects" menu, and then by selecting the SH2 Dowse to Petone Upgrade Project. The web page includes a computer simulated "Drive Thru" which allows viewers to experience the proposed new road.

If you wish to receive copies of any of the newsletters or require any further information, please contact:

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## State Highway 2: Te Marua Passing Lane and Curves Realignment

Transit is committed to improving the safety and efficiency of New Zealand's state highway network and is investigating possible improvements to a 1.2 kilometre length of State Highway 2 near Te Marua, north of Upper Hutt (see photograph inside).

This investigation began in late 2000 and in November last year we advised landowners and occupiers along the Te Marua length of State Highway 2 that Opus had been appointed by Transit to investigate potential improvements along this section of highway.

Improvements identified for consideration were the realignment of part of State Highway 2 known as "Te Marua Curves" and also the construction of a southbound passing lane immediately south of the Mangaroa Bridge.

At this stage we are undertaking investigations only, and no decision has been made on which option is preferred.

Since November last year, we have been undertaking investigations and have identified three options for further consideration.

**Option A:** Southbound passing lane and realignment of Te Marua Curves

**Option B:** Passing Lane Only

**Option C:** Realignment of Te Marua Curves only

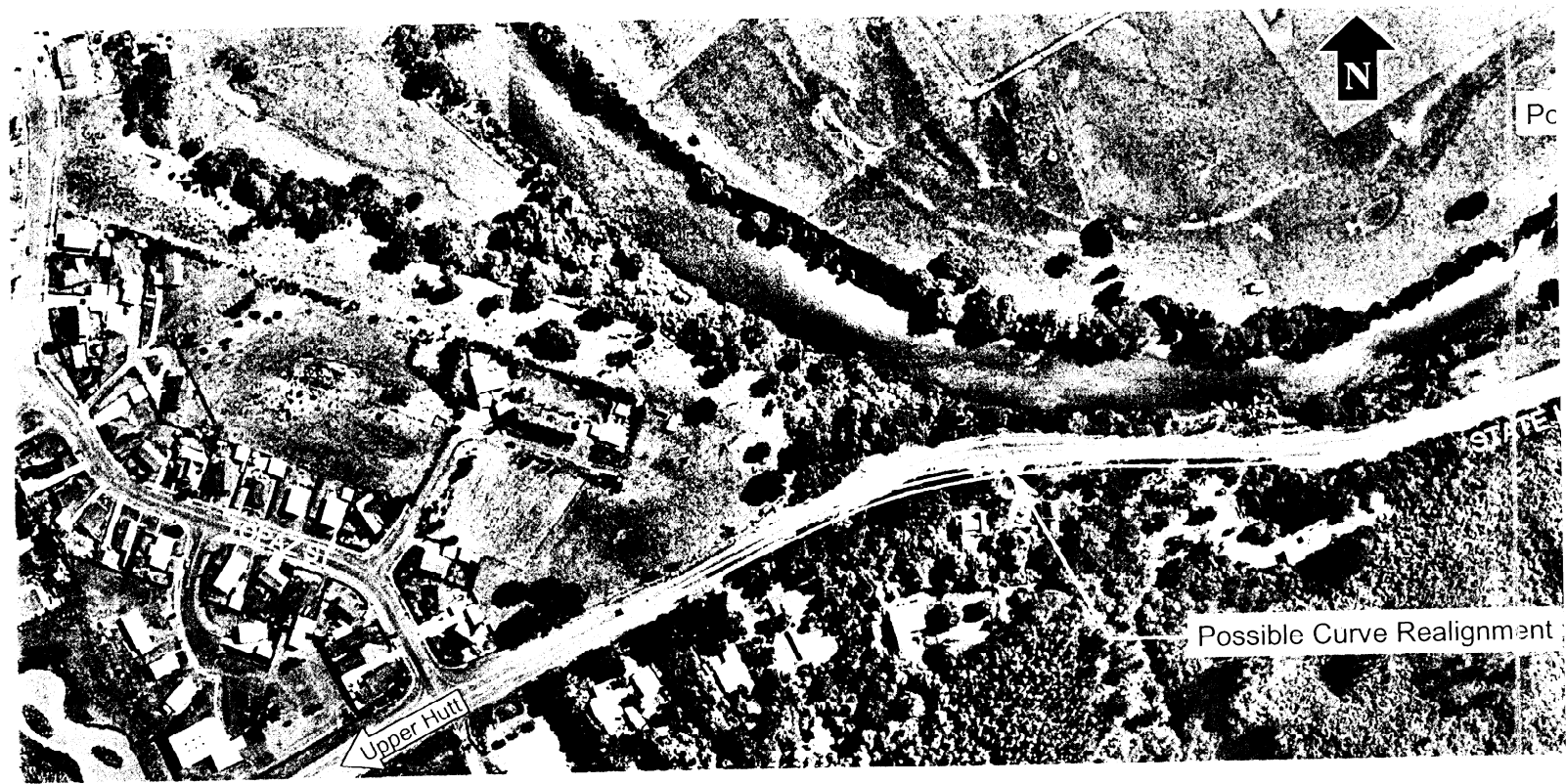
On the inside pages of this newsletter is an aerial photograph of the highway length showing Option A. The proposed southbound passing lane extends from just south of the Mangaroa Bridge for approximately 600 metres. The possible curve realignment is shown north of Topaz Street.

We will be undertaking further investigations over the next few weeks which will help us to determine which option will be taken through to the design stage of the project.

We will be producing a report as a result of the studies. The report will address issues such as accidents, access to properties and environmental effects, including the occasional surface flooding of the highway

As part of our study we are interested in any information you have, or to hear about issues you wish to raise regarding the study length.

### Option A: Te Marua Curves Realignment and Passing Lane







## Where to from Here?

We are undertaking further investigations including a preliminary economic analysis to determine which option, if any, may proceed. Once we have gathered all the information from our investigations and interested parties, including landowners along the study length, we will be producing a Scheme Assessment Report. This report will include a complete economic analysis along with consideration of engineering, planning and environmental issues to determine which option, if any, is viable to upgrade this section of State Highway 2.

If the Scheme Assessment recommends an option that is viable, it may proceed to the next stage and you will have another opportunity to be involved.

## Further Information

If you have any queries, or would like to discuss this newsletter, please call either:

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# Top n

# TRANSIT

NEW ZEALAND  
A R A R A U A O T E A R O A

A NEWSLETTER PUBLISHED BY THE WELLINGTON REGIONAL OFFICE OF TRANSIT NEW ZEALAND



## Active Traffic Management System

**Transit** is pleased with the performance of the new Ngauranga Gorge's ATMS during its first three months of operation.

Twenty-one separate incidents have been dealt with, and to date motorists have received advance warning of:

- ⇒ Seven accidents, including major incidents in Waikanae, Petone and Te Horo
- ⇒ Five breakdowns within the gorge
- ⇒ Nine planned road works events

The variable speed signs have been used on eight occasions, to reduce speed on the approaches to specific accident and breakdown sites.

The aim for the ATMS is to respond more effectively to accidents and breakdowns in the Gorge, and provide advance warning to motorists

of unusual delays and safety hazards on the state highways.

Transit will also use the message signs to display general safety messages outside of peak periods.



One of the safety messages displayed on a variable message sign

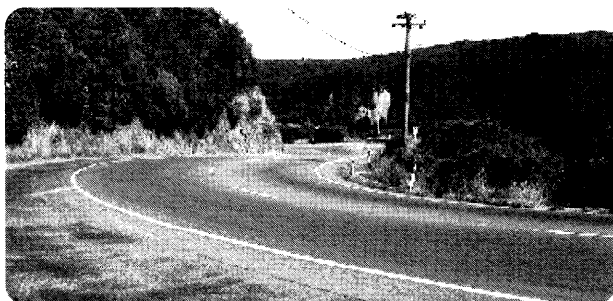


## Kaitoke Hill Upgrade

**State** Highway 2 linking Wairarapa to Wellington, has one of the highest rural crash rates in New Zealand.

The problems include:

- ⇒ Inconsistent alignment
- ⇒ Narrow road widths
- ⇒ A large number of private accesses that connect directly on to the highway
- ⇒ A lack of "pull off" areas for turning traffic



To improve driving conditions in this area, Transit plans to lengthen passing lanes, increase the road's traffic capacity and realign a 5.5km stretch of the road.

Detailed design of the proposed improvements to this area will be completed by May. After this, Transit expects to tender the construction contract and start construction in October.



Photos left and above: Kaitoke Hill Upgrade on SH2, linking Wairarapa and Wellington

### INSIDE:

- 📁 Pimmerton to Pukerua Bay
- 📁 Glenhope to Kawatiri 📁 Spooner's Range
- 📁 Wairarapa 📁 Dowse to Petone Upgrade
- 📁 Pauatahanui Bridge

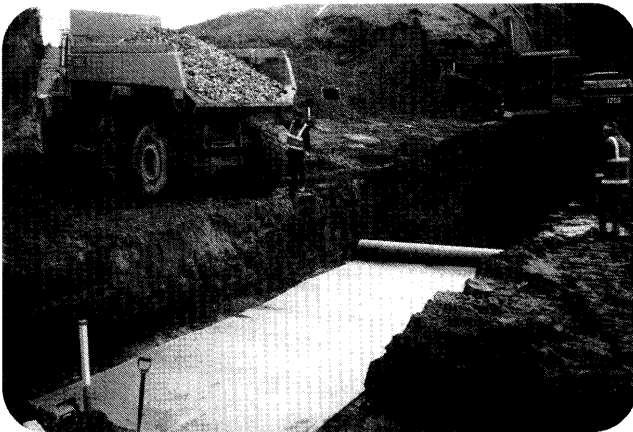


## Plimmerton to Pukerua Bay

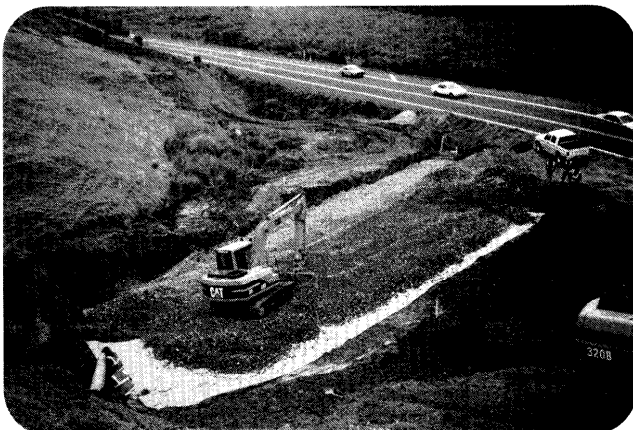
**Work** on the 3m section of SH1 between Plimmerton and Pukerua Bay is progressing well. Known as the Rural Section, the \$9.3 million project involves the realignment and upgrade of two lanes in each direction separated by a median barrier. A new intersection at Airlie Road will also be constructed. The project will improve safety and greatly reduce the number of crashes in the area.

Favourable weather conditions have resulted in good progress on excavation and filling activities. Progress to date includes:

- ⇒ Approximately 550,000 cubic metres of earth (95%) has been shifted
- ⇒ Approximately 85% of the new culvert drains have been installed
- ⇒ Concrete block baffles have been installed inside culverts identified by the Department of Conservation and the Queen Elizabeth II Trust, to assist fish swimming against the water flow
- ⇒ Construction of the road at the north end has commenced with the placement of the sub-base
- ⇒ Care has been taken to protect Taupo Swamp from adverse effects of construction such as run-off



Treating sensitive soil along the Rural Section



Working on the Rural Section

- ⇒ Streetlights have been installed north of Airlie Road

### What next?

- ⇒ A cycleway, funded by Porirua City Council, is currently being built on the western side of the highway
- ⇒ Landscaping 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 speed through the whole site has been reduced to 70km/hr to maximise safety for construction workers and the motoring public.



## Wairarapa projects

**Two** pedestrian facilities in the Wairarapa are soon to be upgraded.

At Kuripuni at the south end of Masterton, a safer route is being built to help people cross SH2 at Waltons Avenue to get to and from the shopping centre. An extended footpath and a refuge in the middle of the road are being built.

In Martinborough the existing pedestrian crossing over SH53 near Broadway Street is being improved with better kerbing. This will provide increased safety for pedestrians using the crossing.

On the Wairarapa side of Rimutaka Hill a new guardrail has been installed to join up two existing lengths. The guardrail will extend over an 800 metre section of winding road and will decrease the likelihood of vehicles leaving the road after a crash.

### REPORTING ACCIDENTS

Transit New Zealand asks all motorists to report any road accidents they have to the police in their area. In order to make improvements to New Zealand's state highways Transit needs to know where the problems are. The crash record is one key input to this.

Sometimes, drivers are reluctant to report accidents due to concerns over liability. However, if incidents are not reported the crash rate is recorded as being lower than it really is. This makes it harder to prove that the road is a safety concern.



## Glenhope to Kawatiri

**The \$5 million reconstruction of a 10.5km section between Glenhope and Kawatiri, about 80km south of Nelson, is well underway.**

The project aims to decrease the current crash rate, which is twice the national average, by removing sharp bends and widening the road shoulders. It is expected to be completed by late 2002.

To date, a 600 metre section of new road has been constructed and sealed near Lamb Valley Road. Two km of the road south of Moorhouse Creek has also been sealed. More laying and sealing of the road will occur progressively over the next month for another 5km of this section.

The single Glenhope Bridge will be replaced with a new two-lane bridge.



Photos above:  
Before and after shots of the Glenhope to Kawatiri  
realignment on SH6



## Spoooner's Range

**Favourable weather conditions have helped progress on the \$5.3 million Spoooner's Range project, about 40km south of Nelson.**

Approximately 99% of the total 650,000 cubic metres of earthworks are now completed. The new 7km alignment is nearly all formed to the sub-base level. This will be followed by the construction of the pavement layers and finished off with a seal coat.

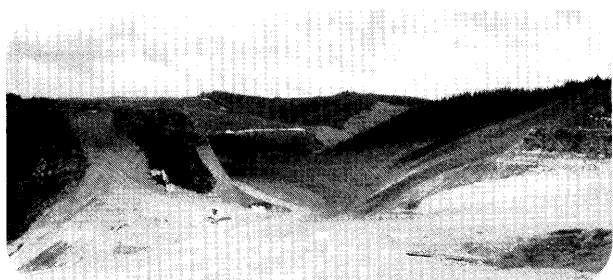
The new road will remove some of the tight bends and improve passing opportunities.

Spoooner's Range was temporarily closed from December 2000 while heavy construction work was underway and reopened at the end of April.

Following the reopening of the highway, pavement construction will continue and peripheral work such as guardrail construction, sign installation and landscaping will be carried out.



Looking south over Spoooner's Summit



Looking north from the lookout point

**SH58**

## Pauatahanui Bridge Replacement Project

**Road** users travelling along SH58 will soon be able to use the new two-lane Pauatahanui Bridge.

Located approximately 30km north of Wellington, the new 28 metre bridge is expected to be open for traffic in July. The bridge has been built 150 metres upstream from the existing one-way bridge, which was the site of many delays and numerous crashes. The old bridge will still be used to access adjacent properties and for pedestrian and cycle use.

A new 50 metre roundabout to provide access to Pauatahanui village from SH58 and the realigning of 1.1 km of highway are also nearly completed.



Progress on the new two-lane Pauatahanui Bridge

**SH2**

## Dowse to Petone Upgrade

**Designation** and resource consent applications were lodged recently for the upgrade of the section of SH2 between Dowse Drive and Petone.

The proposed upgrade includes:

- ⇒ An overbridge at the Korokoro Intersection
- ⇒ An interchange at the Dowse Drive Intersection
- ⇒ Alterations to the Petone Park and Ride facility
- ⇒ Safety improvements to the highway between the existing intersections

Project benefits include:

- ⇒ Reduction in the crash rate
- ⇒ Decrease in congestion
- ⇒ Reduction in travel times
- ⇒ Improved access to Hutt City's central business district
- ⇒ Safer and easier access to Percy's Reserve and to the Petone Railway Station carpark

Transit has worked closely with Hutt City Council, Wellington Regional Council and TransRail throughout the development of the project. The consent process is expected to take several months, with a presentation to independent commissioners for review during May or June 2001.

**!**

## Motorway Safety Campaign

**Transit**, in association with Wellington City Council and the New Zealand Police, is launching a road safety campaign targeted at safe motorway use. "Think Motorway Safety" has two key issues – safe lane changing and correct use of on-ramps.

Acting Regional Manager, Peter Bailey, says the key messages are simple but not always practised on motorways.

"This is a good opportunity to remind drivers of basic motorway driving guidelines. If motorists obeyed these rules there would be fewer crashes and fewer delays on the motorway," Mr Bailey said.

To change lanes safely, drivers should indicate for three seconds and look behind before changing lanes, and be courteous to other drivers by making a gap for indicating drivers. The Road Code suggests "Merge like a zip". This is helpful advice and makes merging easy.

Using on-ramps to increase speed to that of motorway traffic, indicating before merging, letting indicating traffic in and keeping with traffic flow are all part of using on-ramps correctly.

**THINK!****Motorway Safety**