

Report 08.14
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Committee Regional Land Transport
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Transmission Gully Motorway Update

1. Purpose

To update the Committee on progress with the Transmission Gully Motorway (TGM) project.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3) (b) of the Local Government Act 2002.

3. Background

The TGM is a significant part of the Western Corridor Plan. The Committee has asked for regular updates of this project, as it progresses through its various stages. Transit New Zealand, as the lead agency, will provide these updates for the Committee

4. Project Update

4.1 Scheme Assessment

The Scheme Assessment Report (SAR) consultant is now in the process of finalising the design of the elements within section to enable the assessments to be completed.

The different sections fall into two main categories:

1. Links: Where the section simply contains road from one end to the other.
2. Connections: Where there is potential for a connection to exist as well as providing the link from one end of the section to the other.

Where a section forms a potential “connection” an assessment is first made as to whether the connection is viable and then, for all sections, the method of achieving this (be it a connection or simply a link) is assessed.

These assessments are being tested and confirmed with representatives of the TLA’s. **Cost, Risk & Value**

The CRV team continue to support the assessment of the options within each section with a good level of detail in the production of base estimates for each of the elements. A good understanding has also been obtained of the impact of selecting various options on the overall earthworks balance, so that this can be assessed as preferred elements are identified in each section.

4.1.1 Traffic Modelling

The Traffic Modelling team are turning round the requested model runs to support various options very quickly.

Detailed discussions are taking place with the TLAs to ensure the model is reflecting traffic flows and any possible changes to their networks.

4.1.2 Road Safety Audit

The RSA team continue to provide good, constructive input into the SAR team workshops to determine acceptable forms of interchange.

4.1.3 Geotechnical Investigations

The geo-technical work remains behind programme due to delays in obtaining land access agreements and as a result of delayed entry to lambing. In addition, the weather in October also resulted in further delays to the work.

The Geotechnical team have however sourced additional drilling rigs and there is clear evidence that the extra are slowly bringing the work back onto programme. Out of the 310 different investigations required, 214 have been started.

Analysis of the results of these investigations is on going in preparation for the next workshop. To date, no significant issues have been identified that the project was aware of.

4.1.4 Programme Update

The Project is running slightly behind programme driven by the geotechnical investigation activities but the programme end date remains unchanged with the full report still due in mid 2008.

5. Communication


Transit New Zealand will continue to manage communications associated with this project.

6. Recommendations

That the Committee:

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

Report prepared by:

A handwritten signature in black ink, appearing to read 'Graham Taylor', is written over a series of vertical grid lines.

Graham Taylor
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