

MIN-4264 Transmission Gully's post-opening projects

18 July 2023

Georgina Campbell of the NZ Herald has asked a series of questions about TG, from a Nov 2022 Greater Wellington Regional Transport Committee document that has been released, mentioning ongoing works and slow progress. She has asked:

Can you please get back to me by 3pm tomorrow with answers to the following questions:

- Can you please provide a more detailed explanation about the "considerable work" that is remaining on the road? If possible can you please quantify the number of outstanding tasks and what they relate to?*
- Why is progress "slow"?*
- When was or is the deadline for completing all of these works?*
- Is the builder on track to complete these works by the deadline?*
- What consequences are in place for the builder if they are not completed on time?*
- Is Waka Kotahi still in active negotiations with its TG partners on the final cost of the road?*
- When are these negotiations expected to conclude and when will Waka Kotahi make the final cost to the taxpayer public?*

Waka Kotahi NZ Transport Agency's response:

1) Can you please provide a more detailed explanation about the "considerable work" that is remaining on the road? If possible can you please quantify the number of outstanding tasks and what they relate to?

- Work to complete the Te Aranui o Te Rangihaeata - Transmission Gully (TG) project is continuing, with some post-road project opening elements to be completed.
- Under the TG Public-Private Partnership (PPP) contract between Waka Kotahi and Wellington Gateway Partnership (WGP), the full contract works are divided into two stages. The main body of works were required to be completed prior to road opening. This was achieved on 31 March 2022, when TG was opened to the public. The balance of works is ongoing and yet to be completed to achieve final works completion in accordance with the contract.
- The works yet to be completed include the new State Highway 59 connection between Mackays Crossing and Paekākāriki, comprising:
 - pavement and road surfacing works
 - works at and adjacent to the Pāuatahanui (State Highway 58) interchange
 - also comprising pavement and road surfacing works, a recreational track along parts of the route, maintenance access tracks, and various other off-road works
 - as well as completing the required quality assurance tests, works completion tests, consenting tasks and property agreement obligations with local landowners.

- Waka Kotahi continues to address this with Wellington Gateway Partnership under the Public Private Partnership (PPP) contract. Details on contractual obligations for project partners are publicly available:
 - [Transmission Gully Project Agreement \(amended and restated\)](#)

2) Why is progress "slow"?

- Construction has advanced over the months since the November 2022 regional transport committee presentation you are referring to (as referred to by Georgina Campbell in one of her questions to WGP)), most noticeably in and around Pauatahanui and MacKays Crossing (where pavement and road surfacing works are underway), however overall progress to final completion of the project is slower than anticipated.
- WGP have been advised by its road builder subcontractor (CPBHEB Joint Venture) that there are a number of reasons for this. Their work programme relies substantially on local workforce and it has had to compete in a very competitive market for the necessary skills, resources and materials.
- It is also significantly slower to complete works now that the motorway is open to traffic – the builder's work approach has been careful to minimise traffic disruption which includes efforts to align the timing and location of their works with Waka Kotahi project works in the vicinity.
- Since road opening in March 2022, there have been two winters and one summer, and work is slower and more limited through winter periods.

3) When was or is the deadline for completing all of these works? 4) Is the builder on track to complete these works by the deadline? 5) What consequences are in place for the builder if they are not completed on time?

- The project should have been completed by 30 June 2023. We cannot give a specific date for when the outstanding works will be completed, but Waka Kotahi continues to address this with Wellington Gateway Partnership and to require performance under the Public Private Partnership (PPP) contract.
- Waka Kotahi is unable to comment on ongoing discussions with our project partners or provide a timeframe for final completion, as these discussions are commercially sensitive.

6) Is Waka Kotahi still in active negotiations with its TG partners on the final cost of the road?

7) When are these negotiations expected to conclude and when will Waka Kotahi make the final cost to the taxpayer public

- Under the PPP model the cost of the completed road has already been agreed. Waka Kotahi is unable to comment on ongoing discussions with our project partners in regard to the timeframe for completion, as these discussions are commercially sensitive.
- These discussions have no impact on the public's ability to use the expressway. It has provided good levels of service and valuable resilience for the region since it has been open. Its maintenance and safe operation of the motorway remains the responsibility of Ventia. Te Aranui o Te Rangihaeata / State Highway 1, Transmission Gully, remains a reliable route for motorists and this will not change.