



The NZTA is charged with substantially completing the seven roads of national significance projects within the next 10 years. The highway programme represents one of New Zealand's biggest ever infrastructure investments.

The seven roads of national significance projects are Puhoi to Wellsford, Completing the Western Ring Route (Auckland), Victoria Park Tunnel (Auckland), Waikato Expressway, Tauranga Eastern Link, Wellington Northern Corridor and Christchurch Motorways.

Sections

The Wellington Northern Corridor is made up of eight sections:

- Wellington Airport to Mt Victoria Tunnel (including tunnel duplication)
- Transport improvements around the Basin Reserve
- Terrace Tunnel duplication
- Ngauranga to Aotea Quay
- Linden to MacKays (Transmission Gully)
- MacKays to Peka Peka
- Peka Peka to Otaki
- Otaki to Levin.

Benefits

Completing the Wellington Northern Corridor will assist regional and national economic growth as well as delivering a range of benefits including:

- support for a growing regional population
- support for the transport of increasing freight volumes particularly by truck
- improved access to Wellington's key facilities such as the port, central business district, airport and hospitals
- relief from the current road congestion
- improved safety for motorists
- improved journey time reliability.

The MacKays to Peka Peka and Peka Peka to Otaki projects aim to provide a modern high-standard four-lane highway that will:

- achieve high standards of design and construction
- provide a reliable and resilient route offering superior ride comfort, greater safety, convenience and journey time savings
- enhance the urban and rural landscape, where practicable, using urban design principles and environmental best practice
- mitigate, where practicable, the social and environmental impact of construction
- provide connectivity to the local road network, separate local and state highway traffic, and provide greater safety for cyclists, walkers and pedestrians.

MacKays to Peka Peka Expressway Information Centre opening soon

The information centre at Coastlands mall, Paraparaumu will open on 30 July 2010. Information on the expressway will be on display at the centre and the project team will be available to respond to public inquiries.

For more information...

on the MacKays to Peka Peka Expressway:

Web: www.nzta.govt.nz/m2ppproject
Phone: 0508 M2PP INFO **Email:** info@m2pp.co.nz

If you have any queries regarding project information or potential property impact, contact the Alliance Project team as above. If you have any property acquisition queries, contact Ian Gray on 04 910 8186 or 027 213 7593 or email ian.gray@nzta.govt.nz

For more information...

on the Peka Peka to Otaki Expressway:

Web: www.nzta.govt.nz/pp2oproject
Phone: 04 910 2550 or 021 228 9455 **Email:** elizabeth.griffin@nzta.govt.nz

If you have any queries regarding project information or potential property impact, contact Elizabeth Griffin as above. If you have any property acquisition queries, contact Ian Gray on 04 910 8186 or 027 213 7593 or email ian.gray@nzta.govt.nz

Kapiti expressway work underway

The New Zealand Government has identified seven roads of national significance projects which include the Wellington Northern Corridor (Levin to Wellington Airport). The MacKays to Peka Peka and Peka Peka to Otaki sections are two of the eight sections in the Wellington Northern Corridor. Work on the MacKays to Peka Peka and Peka Peka to Otaki sections is being undertaken to ease congestion and improve reliability of travel times.

MacKays to Peka Peka

Background

In December 2009, following public consultation, the NZ Transport Agency (NZTA) announced the preferred route option for the MacKays to Peka Peka section of the Wellington Northern Corridor. This option (also known as the MacKays to Peka Peka Expressway) follows the Western Link Road Corridor (currently designated for a local link road) and will bypass the existing state highway from MacKays Crossing to Peka Peka.

For a detailed image of the route, see www.nzta.govt.nz/m2ppmap.

What is happening now?

The NZTA has selected an alliance to deliver this expressway. The MacKays to Peka Peka Expressway Alliance comprises Beca, Fletcher Construction, Higgins Group and the NZTA. It is supported by Goodmans Contractors, Incite and Boffa Miskell. Kapiti Coast District Council (KCDC) may join the Alliance if common objectives can be agreed between the parties.

Beca is carrying out the investigation and design work and, along with Boffa Miskell and Incite, overseeing the planning, consultation and specialist environmental work packages. Fletcher Construction, Higgins Group and Goodmans Contractors will be building the expressway.

Timeframe	Activity
From now to late 2010	Option development: The NZTA is developing initial design options and identifying project specific issues and constraints associated with these. Key stakeholders, including KCDC and local iwi, will be involved in this work. An information centre will open in Coastlands mall to keep the public up-to-date about project progress and provide the public with the opportunity to comment on the project.
Late 2010	Option consultation: Once initial design options including interchanges, access to the expressway, access for local roads, and the proposed route along the alignment have been developed, potential options will be presented for public consultation.
Early 2011	Refine options: The NZTA will refine the options, taking into consideration public feedback and will develop a preferred option. The NZTA Board will then be asked to approve the preferred option.
Mid 2011	Preliminary design: The preliminary design of the preferred option will be presented to the public. This design will also show the form and location of the expressway and interchanges.
Late 2011	Scheme assessment report: Further detailed reports will be prepared to accompany the preferred option. These will include geotechnical, environmental, ecological, traffic, landscape, social effects, and business impacts surveys. This is known as the scheme assessment report and will be submitted to the NZTA for review. Once the preferred option is approved, property negotiations and further design will commence. Statutory approvals: The necessary application for approvals under the Resource Management Act will be prepared and submitted to the NZTA for review.
Early 2012	Environmental Protection Agency (EPA): The application for statutory approvals will be lodged with the EPA, who will make a recommendation to the Minister for the Environment whether the project should be processed as a project of national significance or not.
Mid to late 2013	Construction: Construction begins and is expected to take three years.

Peka Peka to Otaki

Background

In 2002, the community was consulted on expressway options between Peka Peka and Otaki. A preferred alignment was identified and subsequently approved by the former Transit NZ Board. With the addition of an overbridge at Te Horo and an underpass at Otaki Gorge Road to connect local roads, the NZTA re-engaged with the community on the preferred alignment in 2009. The 2002 decision has since been re-confirmed by the NZTA Board in late 2009.

For a detailed image of the route, see www.nzta.govt.nz/pp2omap.

What is happening now?

The project is in the investigation phase and the NZTA has scoped the work required to complete this phase. Two contracts for the investigatory and planning work have been awarded to Opus International and work is scheduled to begin immediately.

Timeframe	Activity
Mid 2010	Procurement: The NZTA has engaged a project team to progress investigation and design. Property negotiations: The NZTA will engage with landowners where whole properties are affected and there is low probability of design change.
Late 2010	Option development and consultation: The NZTA will develop feasible options for interchanges and other key features requested through 2009 feedback. There will be public consultation on options. Further details will be available on the NZTA website closer to the time.
Early 2011	Refine options: The NZTA will work on refining options for interchanges and other key features, and will issue preliminary land requirement plans. Peer review/safety audit: This will be undertaken to ensure the options meet safety requirements.
Mid 2011	Scheme assessment report: This will include geotechnical, environmental, ecological, traffic, landscape, social effects, and business impact surveys. Confirm option: The NZTA will announce the preferred scheme for interchanges and other key features. Property negotiations: The NZTA will engage with landowners where partial properties are affected and there is a low probability of design change. Preliminary design: The NZTA will carry out design work in preparation for the lodging of regulatory consents.
Late 2011	Environmental Protection Agency (EPA): The NZTA will lodge notice of requirement and resource consent applications with the EPA.
Mid to late 2012	Decision on designation/resource consents: Designation and resource consent conditions will be reviewed.
End 2012	Detailed design: The design required for construction will be undertaken by the NZTA.
Early 2013	Construction funding: The NZTA will apply for and receive construction funding.
Mid to late 2013	Construction: Construction begins and is expected to take four years.



The role of the Alliance

An alliance is a collaborative way of working on major projects and involves the joint management of project challenges. It provides a different delivery approach from the more traditional forms of contracting and allows the NZTA to work more closely with partners.

An alliance model is considered to be the most suitable method for highly complex projects as it allows the partners to:

- work on a number of areas at once, overlap project phases and promote efficiencies through early contractor involvement
- deliver major projects with greater speed and innovation
- work together to achieve the best transport and community outcomes.

What is an expressway?

Expressways are dual carriageways designed to be straighter and flatter than other roads that allow motorists to drive at speeds of up to 100km/h. For safety reasons, traffic in each direction is separated by a central barrier or strip of land. A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road.

Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles. Access from local roads to the expressway is restricted to reduce the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange. The expressways in the Kapiti area will, for example, have the same 'feel' as State Highway 1 between Porirua and Ngauranga Gorge.