
448PN - P2G Design Surgery I Thursday 14 March 2013

West Plaza Hotel - Cornish Suite (Level 1)

Meeting Notes

Purpose of Meeting:

- To engage and involve key stakeholders at the early option development phase of this project;
- To explore the issues, challenge early assumptions and identify opportunities to ensure the best overall outcomes for this project;
- To challenge and ratify project objectives; and
- To adopt and modify the basis of our design based on the outcomes of this workshop.

Summary of Key Ideas

P2G

1. Likely to adopt a 80km/hr speed environment which is expected to meet the expectation of drivers for a road through this terrain and is consistent with the speed environment of linking networks.
2. Appears to be cost effective to avoid landfills
3. Appears to be cost effective to avoid the Regional Park – except for a small tip
4. The connection to TG is worth considering both because it may be cheaper but also because it achieves increased of transportation benefits, particularly for HCV.
5. Early analysis indicates that there may be alignments that are cheaper than the PFR alignment.
6. While the Lincolnshire Farm Structure Plan provides for the P2G link, it does not constrain the location of the P2G link. Once we adopt the final alignment, we will need to consider how to provide a connection to the development.
7. A connection between P2G and SH1 at Tawa is very challenging from a geometric and safety point of view.
8. There are a couple of options for a connection at Petone. Both options connect to SH2. One option connects to the Esplanade with a full interchange and the other with a half interchange.
9. The steep hillsides along SH2 has high risk of EQ induced landslide. The area has also significant views from Wellington area. If we can avoid building the link along the face of the hill side we can increase resilience and avoid significant adverse visual impacts.
10. The Korokoro Valley has significant recreational and ecological and visual values. An ideal outcome would be to avoid this area.
11. Create a “Beach to Bush” link (both visual and physical) not only as mitigation for impacts on Korokoro stream (if the preferred option impacts on the Korokoro valley) but as part of the development of this area. This also mitigates severance caused by Dowse.

12. If we have to impact the Korokoro stream, consider a bridge structure and crossing the stream at right angles.

Seaview Link

1. The location and type of connection that the P2G link makes at Petone may impact on the overall economic benefits of both the Seaview project and the P2G project.

SH2

1. Reducing congestion reduces PT mode share, particularly rail.
2. Increasing the capacity of SH2 may have wider impacts on the network
3. Need to enhance resilience
4. The Petone interchange, SH2 Intersections and SH1/SH2 interchange (at Ngauranga) all impact on the performance of SH2.

SH58

1. Four laning is unlikely to be feasible – confirm this with and without the P2G link in place.
2. Safety improvements is a priority. Willing to accept lower efficiency if required to achieve the safety benefits.

List of Issues identified

P2G

1. The NZTA may have made written agreements with the owners of the Lincolnshire Farm Structural Plan that could have made promises about the shape and form of the P2G link road.
2. We may need to clarify the number and type of connections to the Lincolnshire Farm Development (as defined in the Structural Plan, shown in drawings and any other written commitments).
3. We should reflect and agree on the function of the P2G Link Road before determining its form including how it interacts with the Lincolnshire Farm Structural Plan.
4. When locating the P2G connection to SH1 and SH2, we need to be mindful of location of the existing interchanges and the need to have interchanges at appropriate spacing to maintain efficiency and safety.
5. We need to be aware that a number of community groups and key stakeholders may hold the view that the proposed PFR alignment is the final alignment rather than just being one possible alignment.
6. The label Petone to Grenada may not be an ideal project name. We may need to consider a label like Hutt Valley to Porirua.
7. Reword key objective to include resilience of SH network.
8. Think about the economic growth within all of the Hutt Valley rather than just the economic growth at Petone as a result of the P2G connection.
9. There was a view that if weight is needed in the selection and development of options, we should put more weight on resilience over efficiency.
10. Consider making provision for the installation and maintenance of services without requiring lane closure. Consider the cost of adding additional width for services. Consider using Quantum software to test this. Consider the whole of life costs.

11. Supplement our economic study with survey data (if any but including eRUC) that summarises the views of freight companies on using short steep grades compared to long less steep grades.
12. Need to validate the traffic volumes using P2G. Why the large differences from different models and studies?
13. Keep a record of decisions where we 'avoid' adverse impacts. This should be included in our reports and also the AEE.
14. Include specialists in Option Development and Option Evaluation process.
15. Undertake further investigation to determine the exact location of landfills and contaminated sites.
16. Replace "roading network" with "transport network" in key objective 1 as "transport network" includes all modes of travel.
17. Review the political implications of connecting to TG at Takapu substation. Check what impact this option has on traffic flows, including flows on SH1 (bypassing Porirua) and SH58.
18. Confirm whether NZTA has made promises to PCC that no interchanges will be located on TG. (Note that feedback from Craig Nicholson indicates that no promises were made by NZTA to PCC and irrespective of whether the P2G route connects to TG, the TG route will still provide the functionality and connectivity that PCC sought in the 1990's.)
19. Review the political implications (if any) of a link route through Takapu valley.
20. Confirm whether P2G project can consider WEBs in economics (currently only RONs projects can include WEBs).

Seaview Link

1. Add a key objective to improve connection for HCV.
2. Check with Tony Brennand for HCV numbers.
3. Consider demands for freight in the Seaview area, both now and in future years to help determine HCV demands along Esplanade.
4. If implemented, the Cross Valley Link may have significant implications on other adjacent routes, some which are already operating at capacity (e.g the Dowse Interchange and Randwick Road).

SH2

1. Add resilience to the project objectives for SH2 PFR
 - a. Reliance after crashes.
 - b. Reliance after natural events.
2. Consider the effects of sea erosion on SH2.
3. Consider possible ATM (ITS) project to squeeze more efficiency out of SH2 corridor.
4. Need to consider the SH2 corridor for all modes (rail, bus, HCV, active modes and general vehicles)
5. Making improvements to the efficiency of SH2 (such as making it 6 lanes) may impact on the performance of SH2 to the north and SH1 to the south. The wider SH network may also impact on the effectiveness of making changes along SH2.
6. Need to consider cycle safety.

SH58

1. The NZTA is willing to accept a reduction in efficiency along SH58 if needed as a way to reduce poor crash history.
2. We need to update the viability of the SH2/SH58 interchange now that the decision has been made to build TG and the P2G Link Road.
3. We need to update the viability of 4-laning SH58 now that the decision has been made to build TG and the P2G Link Road.
4. Check changes in freight movement using SH58 as a result of TG and P2G. Complete an analysis of which route is most efficient to key industrial areas within the Hutt Valley. Consider same methodology as used for the P2G link using travel time and vehicle operating costs.
5. Resilience – Consider and comment on resilience issues particularly at the eastern end of SH58 and at Haywards.