

A CHANCE TO  
TALK ABOUT THE  
**OPTIONS**  
**NORTH**  
**OF TAWA**  
AND WHAT THEY  
MEAN FOR YOU.





**WHY WE  
NEED TO  
CONSIDER  
NORTH OF  
TAWA**

The image is a map of the Tawa region in New Zealand, showing a network of roads and a coastline. A large orange circle highlights a specific area in the northern part of the map. A black line with a dot at its northern end and a red line with three dots along its path are overlaid on the map. The red line starts from the black line's dot, goes south, then west, then south again, then east, and finally south towards the coast. The map includes labels for various locations like 'TAWA', 'LOWER HILLS', and 'TAWA RIVER'. A dark blue box with white text is in the top left corner, and a blue hatched pattern is to its left.

**3**

**OPTIONS**

**OPTION 1**

**NO CHANGE**

**OPTION 2**

**WIDEN SH1**

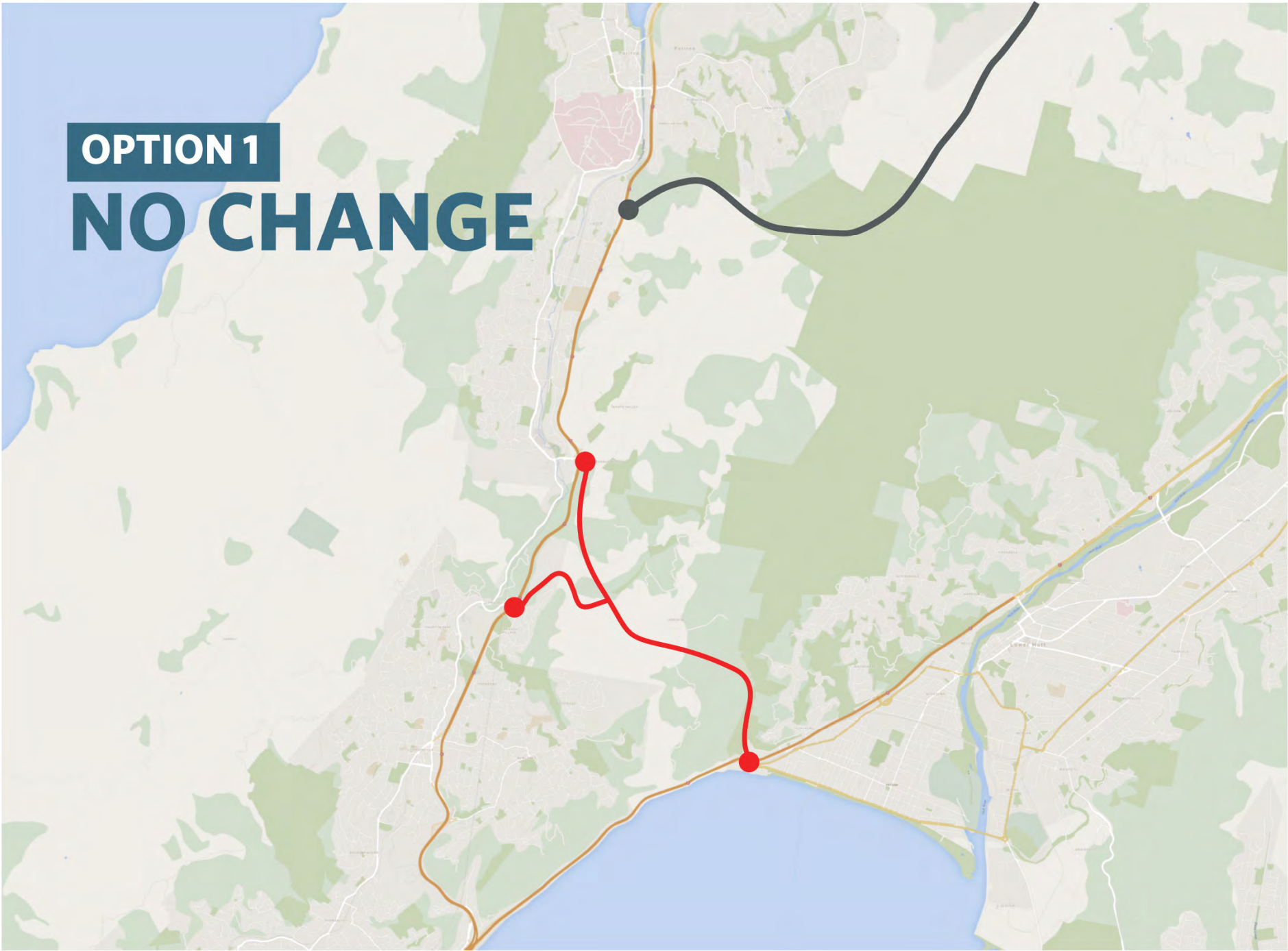
**OPTION 3**

**TAKAPU LINK**



**OPTION 1**

**NO CHANGE**



## OPTION 1

# NO CHANGE

### FREIGHT EFFICIENCY

NO EFFICIENCY GAIN

### RESILIENCE

NO IMPROVEMENT

### SOCIAL IMPACT

NO DIRECT IMPACT

### PROPERTY IMPACT

NO IMPACT

### ECOLOGY

NO DIRECT IMPACT

### COST

**\$0M**

### PUBLIC TRANSPORT

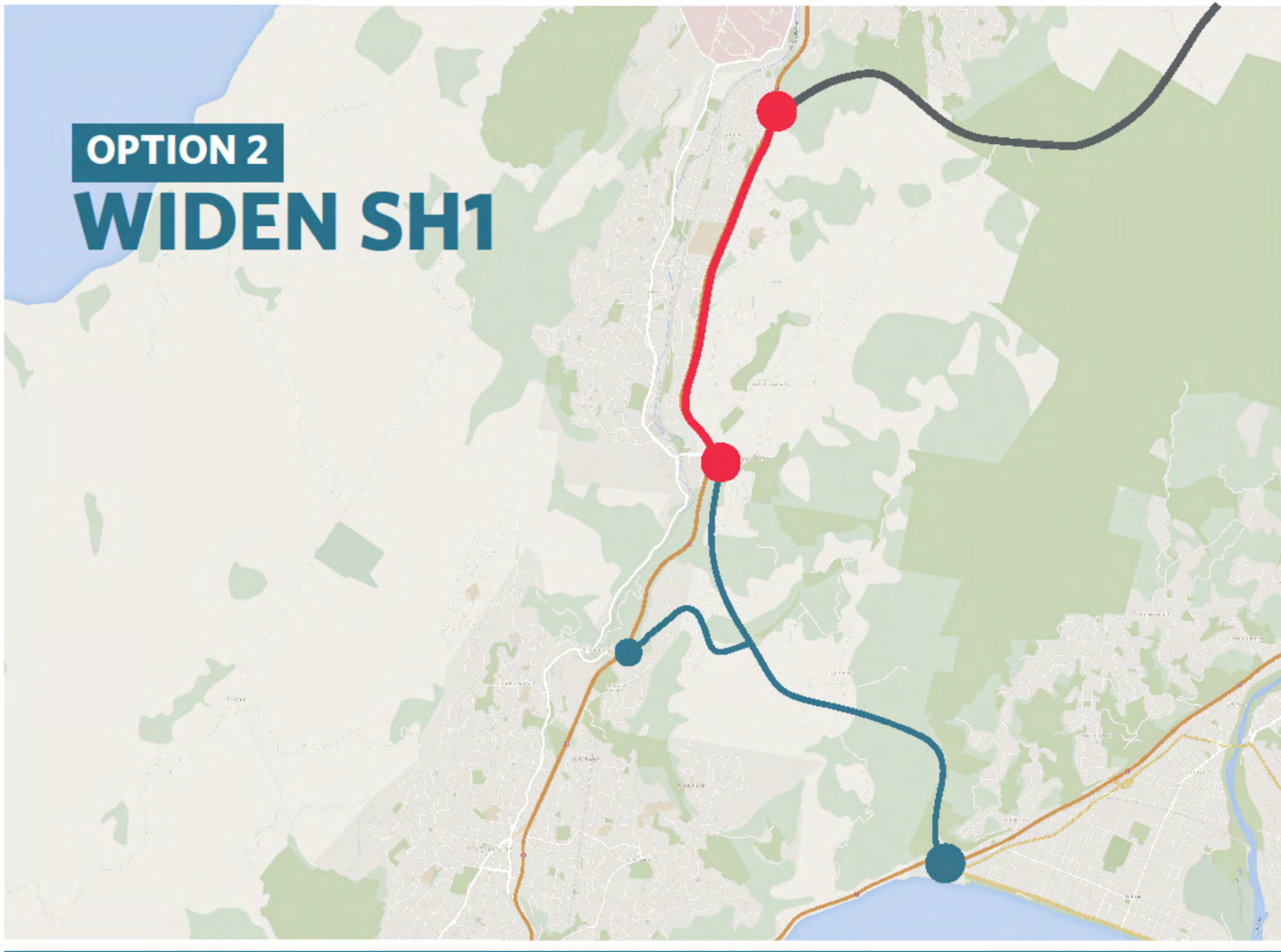
**NO IMPACT  
ON PATRONAGE**

### NETWORK

**MODEL SUGGESTS SIGNIFICANT  
CONGESTION BETWEEN TAWA  
& TRANSMISSION GULLY BY 2031**

**OPTION 2**

# **WIDEN SH1**



## OPTION 2

# WIDEN SH1

### FREIGHT EFFICIENCY

NO  
EFFICIENCY  
GAIN

### RESILIENCE

MINOR  
IMPROVEMENT  
DUE TO  
ADDITIONAL  
LANES ON SH1

### PROPERTY IMPACT

**6** **30**  
HOUSES  
AFFECTED    LAND PARCELS  
AFFECTED

### COST

**\$25M - \$50M**

### SOCIAL IMPACT

CONSTRUCTION  
IMPACT ON PROPERTIES  
ALONGSIDE SH1

### ECOLOGY

MODERATE  
IMPACT

### NETWORK

MANAGES  
PREDICTED  
CONGESTION

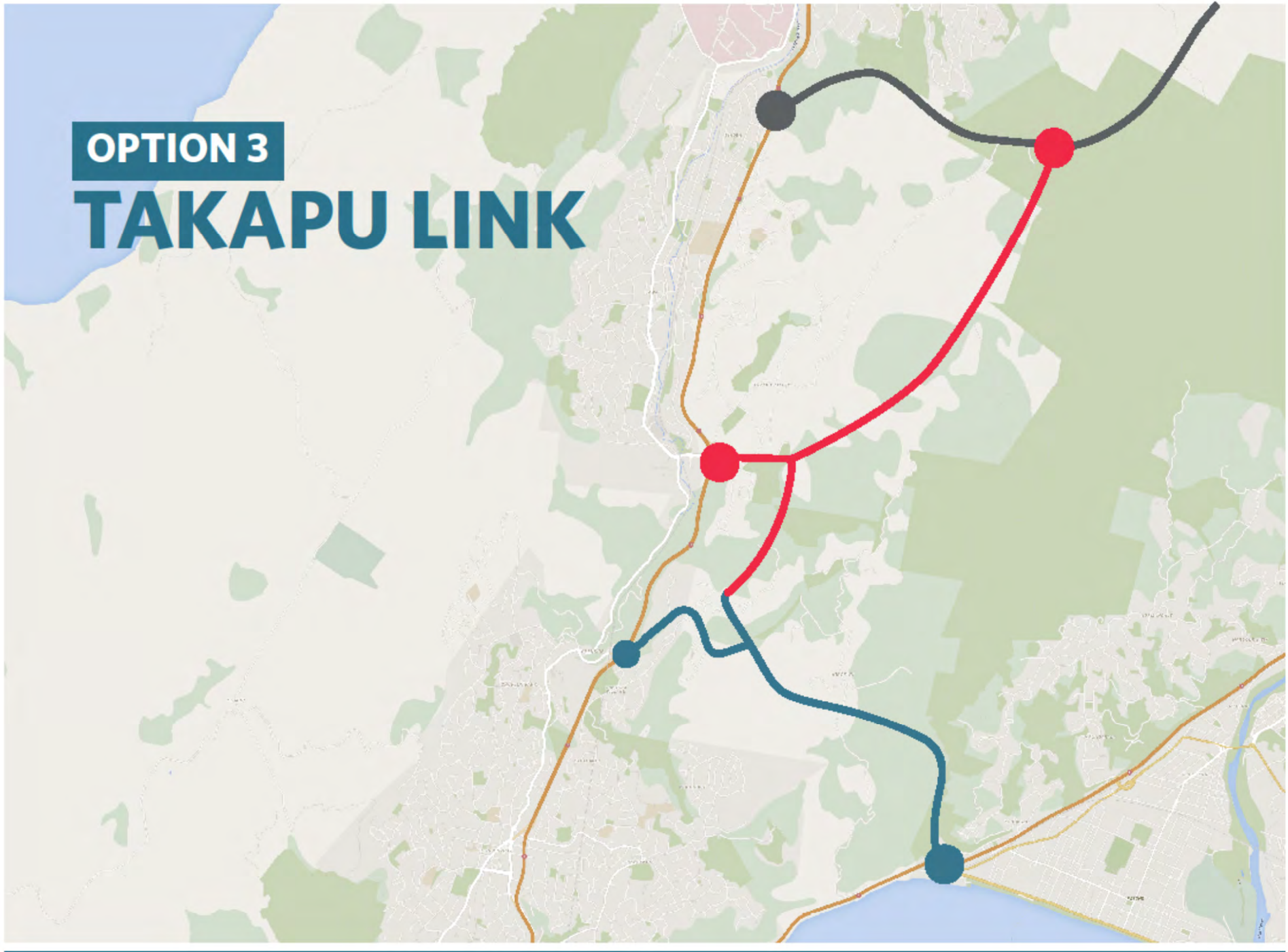
### PUBLIC TRANSPORT

NO IMPACT  
ON PATRONAGE



**OPTION 3**

# TAKAPU LINK



## OPTION 3

# TAKAPU LINK

### FREIGHT EFFICIENCY

**20%**

EFFICIENCY GAIN

### RESILIENCE

SIGNIFICANT  
IMPROVEMENT  
DUE TO THE  
ALTERNATIVE  
ROUTE PROVISION

### PROPERTY IMPACT

**1**

HOUSE  
AFFECTED

**21**

LAND PARCELS  
AFFECTED

### COST

**\$30M - \$60M**

### SOCIAL IMPACT

CONSTRUCTION  
IMPACT ON PROPERTIES

### ECOLOGY

SIGNIFICANT  
IMPACT

### NETWORK

MANAGES  
PREDICTED  
CONGESTION

### PUBLIC TRANSPORT

NO IMPACT  
ON PATRONAGE

**BUILD NOW,  
BUILD LATER  
OR WAIT & SEE?  
LET'S DISCUSS.**

# BUILD NOW

## PROS



**COST  
EFFICIENCY**



**MANAGES  
PREDICTED  
CONGESTION**



**IMPROVED  
RESILIENCE**



**CERTAINTY  
FOR PROPERTY  
OWNERS**

## CONS



**IMMEDIATE  
COST**



**AFFECTS  
PROPERTIES**

# BUILD LATER

## PROS



FUTURE PROOF



COST  
EFFICIENCY



CERTAINTY FOR  
PROPERTY OWNERS

## CONS



REMOBILISATION  
COST



FUNDING  
UNCERTAINTY

# WAIT & SEE

## PROS



NO IMPACT ON  
PROPERTIES



LOWER  
IMMEDIATE COST



EVIDENCE OF  
CONGESTION

## CONS



FUNDING  
UNCERTAINTY



UNCERTAINTY FOR  
PROPERTY OWNERS

# NEXT STEPS

- » Council briefings concluded by end of February
- » Regional Transport Committee meets in March and will then advise us
- » We expect to announce the preferred north of Tawa option mid-late 2015

## **Petone to Grenada Project Process**

- » Seek RMA approvals 2016
- » Detailed design 2017 – 2018
- » Construction 2019 – 2023 (subject to funding)

# IN SUMMARY

- » Three options to consider for north of Tawa
  - » No change (Option 1)
  - » Widen SH1 (Option 2)
  - » Takapu Link (Option 3)
- » Build now, build later, or wait and see?
- » Today is a great opportunity to give us and your CE feedback
- » Your feedback will help your CE report back to the Regional Transport Committee in March