

VPT's legacy: three heritage structures protected

Kindergarten is ready for another 100 years

Restoration of the 100-year-old Campbell Free Kindergarten is the Victoria Park Tunnel's big heritage story. Initially, the project was concerned only with how it could prevent vibration damage to the derelict structure sitting dangerously close to tunnel construction through Victoria Park. Partway through the project, a germ of an idea emerged: if VPT could use part of the Auckland Council owned building as a plant room for tunnel operating equipment, it would save sufficient funds to pay for restoration. A year later, New Zealand's first purpose-built kindergarten had been fully restored.

Historic photographs have guided the restoration of the ground floor of the building - comprising the original 1910 classroom and a 1938 addition. Fragments of the original paint

were used to match colours. Horse hair was included in the new plaster, as it was in the original. The exterior of the building has been cleaned of graffiti and 100 years of grime, the roof has been repaired using new handmade clay tiles, and the original paving slabs relaid.

Rooms upstairs have been fire-lined and strengthened to house the standby electrical



and communication systems for the tunnel. An annex has been added to the building's western side to house the generator for the tunnel's emergency power supply.

In an emergency or if communication to the city's traffic operations centre is lost, the entire tunnel can be operated from this facility.



Jacobs Ladder staircase is returned to the community

The historic Jacobs Ladder staircase in St Marys Bay has reopened, restoring the walking connection between the cliff-top residential area and Victoria Park.

The staircase was originally built in the 1800s to provide access down the steep St Marys

Bay cliffs to the Waitemata Harbour foreshore. It was once the most direct route to a new walkway alongside the motorway and the Jacobs Ladder footbridge across it. The section of walkway between the staircase and Beaumont Street has opened. The footbridge and the remainder of the walkway will open early next year.

The staircase was also the main access to HMNZS Ngapona, base of the Naval Volunteer Reserve Unit, from 1925 until 2007. The unit's headquarters at the base of the St Marys Bay cliffs were demolished two years later to make way for motorway widening as part of the Victoria Park Tunnel project.



Above: Auckland Central MP Nikki Kaye and Waitemata local board chair Shale Chambers lead the first walk on the new staircase.



Rob Roy Hotel refurbishment underway

Services are being restored to the 1886-built Rob Roy Hotel following its momentous move out of the way of construction, and back again. The brick and mortar building, which was extensively strengthened before its moves, is back in the exact location it was built. That location marks the old Freemans Bay foreshore.

Under construction are an entry foyer, a new toilet block and an ancillary building that may accommodate new kitchen facilities. Inside the original building, the heritage items removed for protection are being returned as part of the refurbishment.

The NZ Transport Agency will retain ownership of the Rob Roy Hotel. Negotiations are underway with prospective tenants for the ground floor, while the first floor will become professional offices.

Our contact details

For general enquiries, or to contact the NZ Transport Agency please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

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1 Victoria Park Tunnel, Auckland

Update

October 2011

Tunnel project on track for a staged completion



Auckland's first urban road tunnel will be commissioned over the next month, ready for opening to traffic on 7 November.

The Victoria Park Tunnel project - the first started of the Government's seven roads of national significance - will finish in stages over the next six months.

The project will increase the capacity of State Highway 1 over 2.2km, from the Auckland Harbour Bridge to the Central Motorway Junction. The additional capacity will come from:

- A 450m tunnel under Victoria Park for three lanes of northbound traffic
- Reconfiguration of the Victoria Park flyover for four southbound lanes - to for traffic heading south on State Highway 1 and two for traffic heading to the CBD or State Highway 16
- One additional motorway lane in each direction through St Marys Bay
- A citybound bus shoulder lane
- Increased capacity at the Fanshawe Street off ramp
- An auxiliary peak-time lane at the Fanshawe Street on ramp, operated by an extension of the harbour bridge moveable lane barriers.

The first stage of project completion will be the opening of the tunnel to two lanes of traffic in early November. All northbound

traffic now using the flyover will move to the tunnel. While an exciting milestone, it will not dramatically improve traffic flows.

Opening the flyover in its new configuration in early January will release the first real increase in motorway capacity. Current southbound lanes will become off-ramps to the CBD, the Port and the Northwestern Motorway. To go further south, drivers will need to be in the current northbound lanes.

The third tunnel lane will open in early March, at the same time as additional northbound capacity through St Marys Bay is opened. The peak-time-only lane on the Fanshawe Street on ramp will also open.

The NZ Transport Agency's State Highways Manager for Auckland and Northland, Tommy Parker, says motorists will begin to experience less peak-time congestion from early January when the Victoria Park flyover is reconfigured. "There will be further improvements in early March, when the third lane in the tunnel opens.

"Completion of the Victoria Park Tunnel project, in March, will be a significant milestone for transport in Auckland. It means the very extensive central motorway improvements begun in 2001 and costing approximately \$900m are finally at an end."

Big changes ahead for drivers

November ▶ Northbound traffic will shift from the Victoria Park flyover to the tunnel. Expect delays northbound in the vicinity of the Auckland CBD 4 - 7 November as we connect the motorway to the tunnel.

Be tunnel safe: keep moving, stay within the temporary 70kph speed limit, and follow a safe distance from the vehicle in front.



January ▶ Victoria Park flyover will open in a new layout. Current southbound lanes will become off-ramps to the CBD (via Cook Street), the Port and the Northwestern Motorway. To go south you will need to be in the current northbound lanes.

Plan your drive before you start it. Get into the correct lane early, and stay in lane.



March ▶ Project completion: The third lane in the tunnel opens, along with other northbound improvements. These include an auxiliary peak-time lane at the Fanshawe Street on-ramp.

VPT completion: how your drive will change

Northbound through the tunnel

Northbound traffic will shift off the Victoria Park flyover and into a three-lane tunnel under Victoria Park.

Two lanes of the tunnel will open on 7 November* 2011. The third lane will open in March 2012.

The approach to the tunnel begins just north of the Wellington Street motorway overbridge.

The drive is downhill, between high retaining walls, to the tunnel entrance just behind the Rob Roy Hotel (which now sits on the tunnel roof).

Inside the tunnel, the drive is straight and level for approximately 300 metres. The lanes then curve left and emerge as part of the Fanshawe Street on-ramp.

Be tunnel safe

In normal traffic conditions there is nothing special that drivers need to know, or do, except:

- Keep moving
- Drive within the temporary 70 kph speed limit
- Avoid changing lanes if possible
- Stay a safe distance from the vehicle in front
- Keep your radio on

The tunnel has sophisticated safety systems for detecting and dealing with any emergency or breakdown. These include a communication system that will interrupt your radio listening with instructions for what you should do.

Mobile phones will have reception in the tunnel. This will enable emergency calls to be made.

The northbound lanes on the Victoria Park flyover will close and the tunnel will open to traffic early on Monday 7 November*.

The switch will be made without fanfare, at the end of a weekend of day and night work to connect the motorway lanes to the tunnel approach. All work to prepare the tunnel - paving, lane marking and commissioning of safety systems - will have been completed well in advance of this date.

*Works - and therefore the opening dates - are weather dependent.



Help us keep Auckland moving 4 - 7 November

Severe disruption is likely for northbound traffic in the vicinity of the Auckland CBD between Friday 4 and Monday 7 November, during work to open the Victoria Park Tunnel.

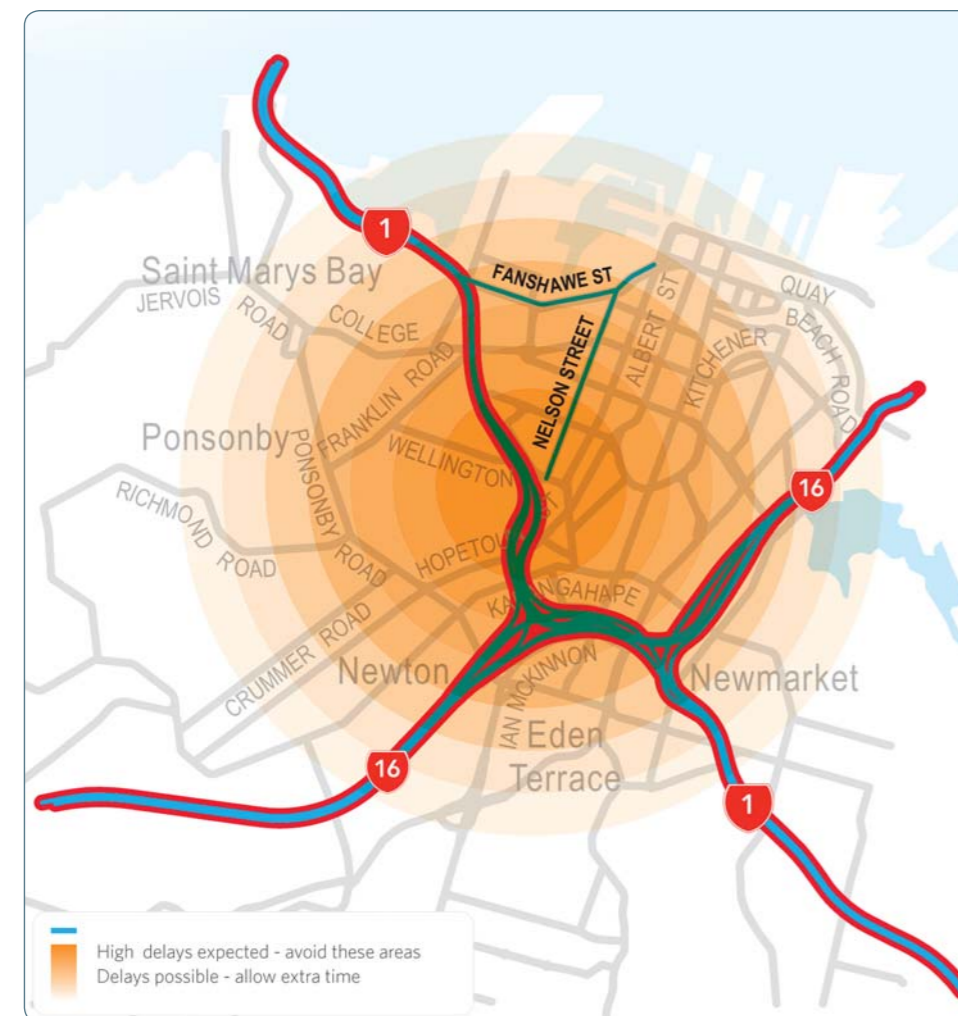
- The Northern Motorway (SH1) will be closed at night, just north of Nelson Street, and will be one lane only during the day.
- The Northwestern (SH16) to North (SH1) motorway link will be closed.
- The Port (SH16) to North (SH1) motorway link will be closed.

Work starts at approximately 10pm on Friday night, 4 November. All links will be restored by 5am on Monday morning.

Drivers are urged to use State Highway 1 (Spaghetti Junction to Fanshawe Street) for essential travel only. They should expect delays on both the motorway and Nelson Street in the Auckland CBD, which will be used as a detour route.

Options for avoiding this section of northbound motorway between 4 and 7 November are:

- Use public transport for trips to and from the Auckland CBD
- Use the newly completed Hobsonville to Albany (SH18 to SH1) Link for trips to the North Shore and beyond
- Access the motorway north at the Fanshawe or Curren St on-ramps
- Shop and eat close to home this weekend.



January 2012

Southbound on the flyover

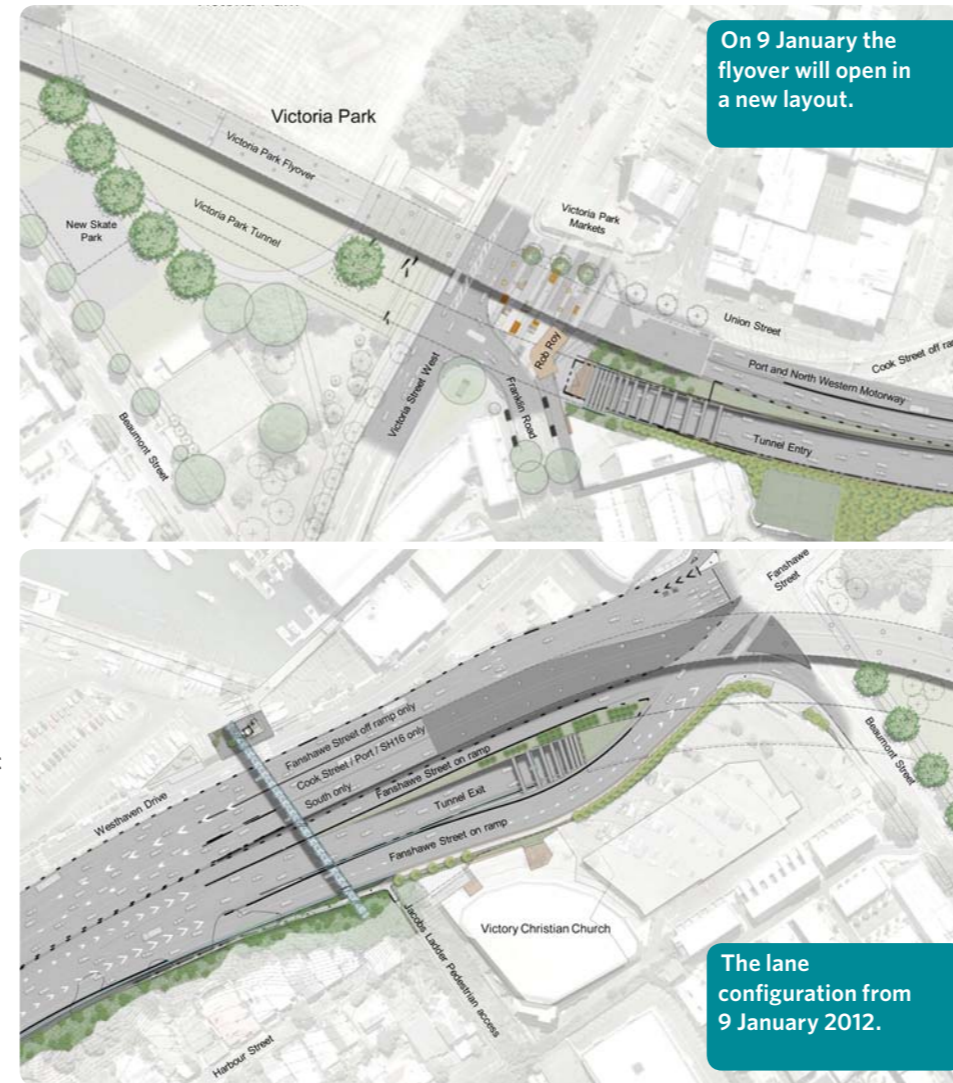
The Victoria Park flyover will open in a new configuration on 9 January 2012*. Not all four lanes will go south:

- Only the current northbound lanes will go south to Newmarket and beyond on State Highway 1
- The current southbound lanes will take drivers off State Highway 1 - to the CBD via Cook Street, the Port and to the Northwestern Motorway (State Highway 16)

Drivers will need to be in the correct lane for their destination before they reach the flyover. Once on the flyover, they will be committed - changing direction will not be an option because the central median barrier on the flyover can not be removed.

An information campaign before the changes will urge drivers to:

- **Plan their drive before they set out, so that they know what lane they need to be in to reach their destination**
- **Get in the correct lane early, and stay in lane - therefore avoiding the need for dangerous lane changing through St Marys Bay and on the approach to the flyover.**



March 2012

At the Fanshawe Street interchange

The Fanshawe Street motorway interchange, the busiest in the country, has been upgraded as part of the Victoria Park Tunnel project. Changes getting into the CBD:

- The addition of a left-turn-only lane to Beaumont Street at the off-ramp to improve access from the motorway to the Wynyard Quarter and Westhaven
- The addition of a bus lane at the off-ramp

Changes leaving the CBD:

- Realignment of the on-ramp to accommodate three traffic lanes emerging from the tunnel
- Urban design and landscaping to improve the look and feel of this major entrance to the Auckland CBD

More changes are on the way

Following the opening of the Victoria Park Tunnel in November, a new garage will be built under the flyover for the moveable lane barrier machine that operates on the Auckland Harbour Bridge.

This means, in future, the moveable lane barrier machine will operate as far as the Fanshawe Street interchange. In particular, it will enable the northbound motorway through St Marys Bay to operate at the same capacity in afternoon peak traffic as the Auckland Harbour Bridge.

During the afternoon traffic peak, a gate at the Fanshawe Street on-ramp will open an auxiliary on-ramp lane. Electronic signs on Fanshawe Street will advise drivers when it has opened.

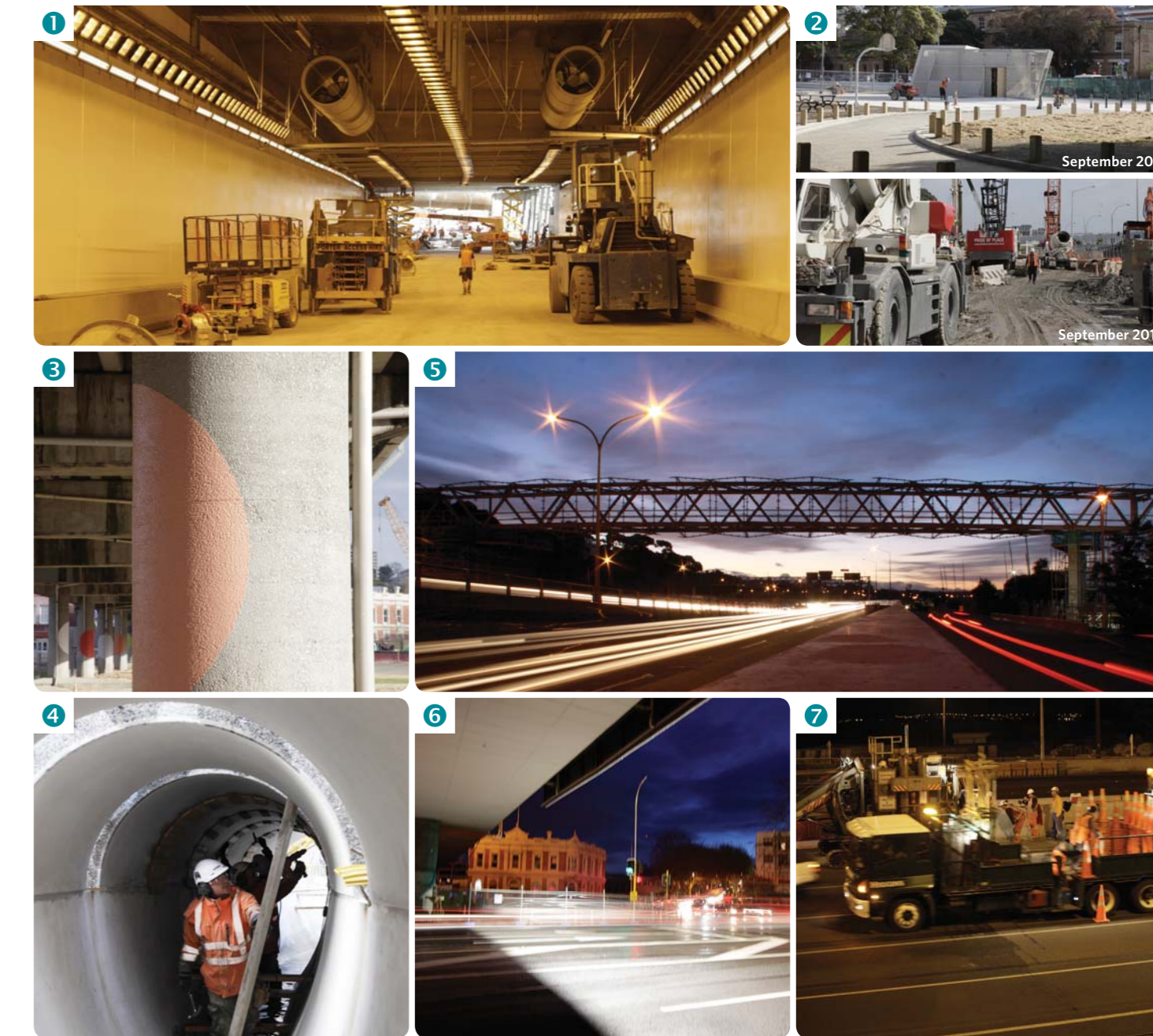
This peak-time lane will open in March 2012 and will provide additional vehicle capacity leaving the CBD between 4pm and 6pm.

Opening additional capacity through St Marys Bay

Also opening in March 2012 will be additional northbound motorway lane capacity through St Marys Bay. An additional southbound lane will open in early January, when the flyover opens in its new layout.



Making progress at Victoria Park Tunnel



- 1 The tunnel structure and its electrical and mechanical fit-out are complete. Now: it has a power supply, fire protection is connected, permanent lights are working, jet fans are in place, and work is underway to pave and seal the road surface.
- 2 Victoria Park has been reinstated on the roof of the tunnel. The section of park occupied by the tunnel construction was reopened for public use in early September, apart from one small area needed for the tunnel commissioning.
- 3 The artwork commissioned by Auckland Council for the underside of the Victoria Park flyover has been largely completed.

- 4 The Orakei Main Sewer diversion over the top of the tunnel, in the vicinity of the Rob Roy Hotel, has been completed. The diversion has been one of the most challenging and complex parts of the entire project. This sewer line is New Zealand's largest. It had to be kept "live" throughout.
- 5 The truss of the Jacobs Ladder footbridge has been installed. The 102-metre bridge will provide pedestrian access between the St Marys Bay cliffs and Westhaven. It will open in March 2012.

- 6 Local roads affected by the project have been returned to their full capacity. These are Beaumont Street and the intersection of Victoria Street West, Franklin Road and Union Street. Union Street has been upgraded and narrowed as shared vehicle/people space.
- 7 Widening in the centre of the motorway through St Marys Bay will be completed in mid-October. Reconstruction of the surface has started and will be followed by a final, high quality asphalt layer.