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Committee Regional Land Transport
Author Tony Brennand Manager Strategic Direction

Pukerua Bay Bypass And Its Relationship To The RLTS

1. Purpose

To clarify for the Committee the relationship of the Pukerua Bay Bypass and the RLTS.

2. Background

The Western Corridor Plan was adopted as part of the Regional Land Transport Strategy in July 2000.

At the November 2002 meeting of the Committee there was a paper on “State Highway One Corridor Study: Tawa to MacKays Crossing”. In the discussion on that paper it was requested that there be clarification on whether the current RLTS prevents the construction of the Pukerua Bay Bypass.

3. Comment

The relevant document in clarifying this issue is the Regional Land Transport Strategy and in particular the Western Corridor Plan and the principle of network balance. Copies of these are provided in **attachments 1 and 2** respectively.

The key points that come from the relevant parts of the Regional Land Transport Strategy are:

- In the section for projects 2000-2004
“Provide other safety and capacity improvements on State Highway One between Paremata and MacKays Crossing appropriate to the timing of Transmission Gully.”
- In the section Projects Beyond 2004
“Construct Transmission Gully as a toll road as soon as possible.”

There are several points that arise. These are as follows:

- (i) There is a clear intent to build Transmission Gully at the earliest possible time but in the period beyond 2004.
- (ii) In the period 2000 to 2004 it is permissible to provide capacity improvements on State Highway One between Paremata and MacKays Crossing provided they are appropriate to the timing of Transmission Gully. This requires the timing of Transmission Gully to be known so a decision on the appropriateness or otherwise of these capacity improvements can be made. The timing of Transmission Gully is not known at this time so this cannot happen. Even if the timing was known it would be expected that such information would have to be reported back to the Committee so that a decision could be made on whether any proposed capacity improvements were deemed “appropriate” to the timing of Transmission Gully. What is deemed to be “appropriate” would clearly be dependent on an understanding of when Transmission Gully will be built.
- (iii) In the period beyond 2004 there is no provision in the current strategy for capacity improvements on State Highway One between Paremata and MacKays Crossing irrespective of when Transmission Gully is built.

The principle of network balance is core to the Regional Land Transport Strategy. The words:

“The Wellington strategic road and rail network needs to be operated and developed in a way that carefully balances road capacity in one part of the network with other parts of the road and rail network.”

If a four lane Pukerua Bay Bypass were to be built then in the vicinity of Pukerua Bay there would be six lanes of capacity (four for the Bypass and two for the existing State Highway One). Such capacity is clearly out of balance with the four lane rural section, the two lane section at Plimmerton, the interim improvements at Mana (two lanes plus two peak period HOV lanes), and even the four lanes from Paremata to Johnsonville on State Highway One.

In conclusion the Pukerua Bay Bypass proposal is inconsistent with the Western Corridor Plan Strategy and violates the principle of network balance which are both key parts of the Regional Land Transport Strategy.

4. Communications

There are no relevant communication matters.

5. Recommendation

That this report be received for information.

Report prepared by:

Report approved by:

Tony Brennand
Manager Strategic Direction

Dave Watson
Divisional Manager Transport

Attachments:

1. Western Corridor Implementation Plan
2. Principle of network balance