

NZ TRANSPORT AGENCY  
WAKA KOTAHI

MINUTES OF THE NEW ZEALAND TRANSPORT AGENCY  
STATE HIGHWAYS BOARD COMMITTEE MEETING  
HELD ON WEDNESDAY, 15 JULY 2009

IN THE NEW ZEALAND TRANSPORT AGENCY MEETING ROOM 4.07, LEVEL 4, NATIONAL OFFICE, CHEWS  
LANE, VICTORIA ARCADE, 44 VICTORIA STREET, WELLINGTON

Approved by the Committee Chair

Date \_\_\_\_/\_\_\_\_/\_\_\_\_

PRESENT:

Bryan Jackson (Chair)  
Grahame Hall

Paul Fitzharris

IN ATTENDANCE:

Colin Crampton  
Deryk Whyte

Neil Cree  
Rob Whight

i. Apologies

No apologies were received.

## Minutes

### 3 SH1: Peka Peka to MacKays

#### Context

Peka Peka to MacKays is a section of the Levin to Wellington Road of National Significance. The scope of the works adjacent to either end of this section is firm consisting of:

- (i) to the south (Transmission Gully); and
- (ii) to the north "on the line" of the existing State highway with appropriate access control.

The Peka Peka to MacKays section alignment has yet to be resolved.

#### Purpose

The purpose of this paper is to consider the options for the alignment of SH1 between Peka Peka and MacKays and which should be the basis of any public engagement process.

#### Attachments

Attachment C: Options for Peka Peka to MacKays. Attachment D: Otaki to Peka Peka Preferred Alignment

#### Options for Peka Peka to MacKays

There are three options (see plans in Attachment C):

- i. a 4 lane expressway on the existing designation of the Kapiti Western Link Road (KWLR);
- ii. upgrading the existing State highway to 4 lanes and controlling access. This will require some complementary local roads to mitigate the effects of controlling access onto SH1; and
- iii. upgrading the existing State highway to 4 lanes through to approximately Otaihanga Road and then moving across onto the designation of the KWLR to bypass Waikanae as a 4 lane expressway.

All the options deliver the same order of benefits and are able to be delivered in similar time periods. All options enable early construction of a link between Te Moana Road and Otaihanga Road which connects the communities of Waikanae and Paraparaumu more directly and takes local traffic off the state highway thus improving travel times on SH1.

Option 1 is of lower cost than Option 2 and Option 3 which are of similar value.

#### Discussion

The State Highways Board Committee considered that Option 1 was not a valid option because:

- i it severed the community of Paraparaumu;

- ii land use had developed to such a point that reverting from a 2 lane local arterial to a 4 lane grade separated expressway did not comply with acceptable integrated planning practice; and
- iii SH1 was able to be upgraded without these effects.

The State Highways Board Committee agreed Options 2 and 3 were valid options and each presented different severance impacts on the community of Waikanae. It was agreed that the decision between these two options should only be made after appropriate community engagement. Until this occurred we should be neutral between the options.

Further discussion centred on the possible approach the local council would take to these options as each affected their aspirations for a Kapiti Western Link route differently.

### Scope of consultation

With the Peka Peka to MacKays section ready for consultation, the project team has taken a holistic overview to the RoNS to ensure we were optimally developing the RoNS. The outcome of this review was to include the Otaki to Peka Peka section within the public announcement and subsequent consultation period. The Otaki to Peka Peka section has an approved preferred alignment (Transit NZ Board paper CS/02/10/4452). However, because the design is some 8 years old and the township of Otaki had developed over that time, it was considered desirable to inform the community of our plans so it can comment on the preferred option (refer Attachment D).

Both projects will be consulted on separately, but covered under the same overall communications strategy.

### Recommendations

The State Highways Board Committee recommends

That the NZ Transport Agency Board:

- a **agrees** that Option 1 not be considered further because it does not meet acceptable integrated planning standards and unduly severs the community of Paraparaumu in comparison with upgrading the existing state highway through Paraparaumu;
- b **endorses** undertaking a public engagement process to assist in selecting between Option 2 and 3, on the basis that the Board is currently neutral in terms of a preference between the options;
- c **endorses** undertaking consultation on the preferred option for the Otaki to Peka Peka section at the same time; and
- d **notes** that the NZTA's approach with the Kapiti District Council will be primarily around consulting on a scheme to secure 4 lanes of capacity for the state highway, and secondarily to meet its aspirations around the objectives of a local arterial network, based on the Kapiti Western Link Road designation.

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT

## Kapiti SH1 - Strategy Study July 2009

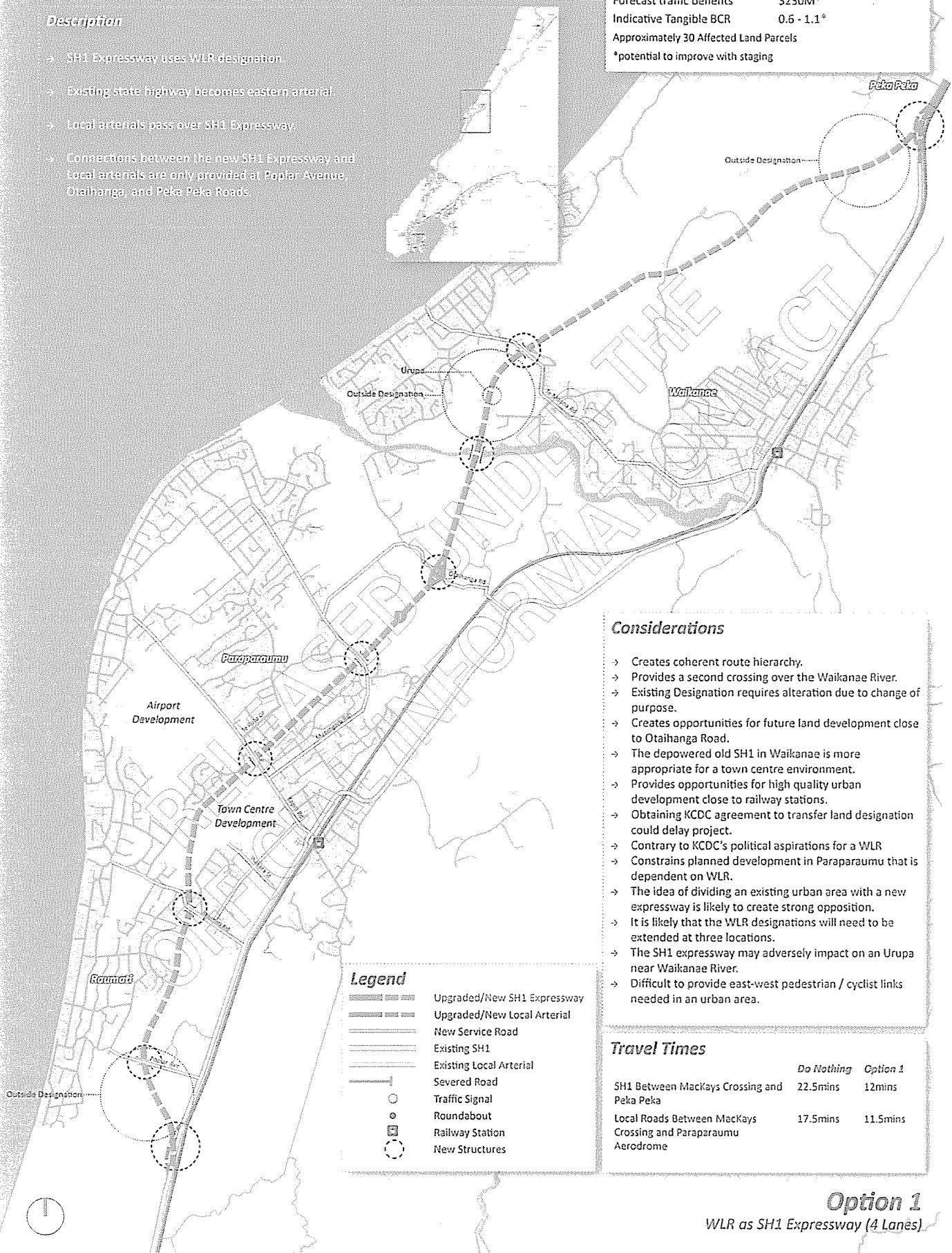
### Option 1 - WLR as SH1 Expressway (4 Lanes)

#### Description

- SH1 Expressway uses WLR designation.
- Existing state highway becomes eastern arterial.
- Local arterials pass over SH1 Expressway.
- Connections between the new SH1 Expressway and Local arterials are only provided at Poplar Avenue, Otaihangā, and Peka Peka Roads.

#### Costs & Benefits (\$)

Earliest Opening Date	2017 - 2019*
Likely Cost (2009 base date)	\$370M - \$570M
Forecast traffic benefits	\$230M*
Indicative Tangible BCR	0.6 - 1.1*
Approximately 30 Affected Land Parcels	
*potential to improve with staging	



#### Considerations

- Creates coherent route hierarchy.
- Provides a second crossing over the Waikanae River.
- Existing Designation requires alteration due to change of purpose.
- Creates opportunities for future land development close to Otaihangā Road.
- The depowered old SH1 in Waikanae is more appropriate for a town centre environment.
- Provides opportunities for high quality urban development close to railway stations.
- Obtaining KCDC agreement to transfer land designation could delay project.
- Contrary to KCDC's political aspirations for a WLR
- Constrains planned development in Paraparaumu that is dependent on WLR.
- The idea of dividing an existing urban area with a new expressway is likely to create strong opposition.
- It is likely that the WLR designations will need to be extended at three locations.
- The SH1 expressway may adversely impact on an Urupa near Waikanae River.
- Difficult to provide east-west pedestrian / cyclist links needed in an urban area.

#### Travel Times

	Do Nothing	Option 1
SH1 Between MacKays Crossing and Peka Peka	22.5mins	12mins
Local Roads Between MacKays Crossing and Paraparaumu Aerodrome	17.5mins	11.5mins

### Option 1

WLR as SH1 Expressway (4 Lanes)

## Kapiti SH1 - Strategy Study July 2009

### Option 2 - Build WLR then SH1 Expressway

#### Description

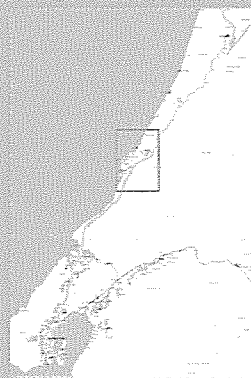
- New SH1 Expressway dependent on construction of Waikanae Transport Interchange.
- WLR creates new local arterial connecting Paraparaumu with Waikanae.
- New SH1 Expressway follows rail alignment between Poplar Avenue and Waikanae.
- A second Waikanae River crossing at WLR.
- A third Waikanae River crossing on new SH1 Expressway.
- Existing state highway becomes eastern arterial.
- Local arterials pass under SH1 Expressway at Kapiti Road and Te Moana Road.
- Grade separated interchanges at Otaihangā Road and Poplar Avenue.
- WLR provides access to Paraparaumu town centre.
- Two lane service roads provide access to properties adjacent to expressway.

#### Costs & Benefits (\$)

Earliest Opening Date	2018 - 2020*
Likely Cost (2009 base date)	\$580M - \$830M
Forecast Traffic Benefits	\$240M*
Indicative Tangible BCR	0.5 - 0.9*

Approximately 200 Affected Land Parcels

\*potential to improve with staging



Peka Peka

Waikanae

Paraparaumu

Airport Development

Town Centre Development

Roundabout

To extend the SH1 Expressway to Levin, north-facing ramps must be provided at the Waikanae Transport Interchange as a minimum.

#### Considerations

- Completion of designs for WLR Stage 1 expected 2009.
- Construction of WLR could begin 2010 - 2011.
- WLR river crossing significantly relieves SH1 congestion and reduces travel times.
- WLR in Paraparaumu maintains local accessibility during construction of SH1 expressway.
- WLR needed for future commercial developments at Paraparaumu Aerodrome and town centre.
- WLR would provide benefits whilst SH1 expressway is planned, designed and designated. Thereby optimising project delivery.
- WLR would mitigate traffic effects during construction of SH1 expressway if constructed first.
- Completing WLR between Kapiti Road and Otaihangā Road brings additional benefits, but construction costs reduce BCR by around 0.1.

#### Travel Times

	Do Nothing	Option 2
SH1 Between MacKays Crossing and Peka Peka	22.5mins	10.5mins
Local Roads Between MacKays Crossing and Paraparaumu Aerodrome	17.5mins	9.5 mins

#### Legend

- Upgraded/New SH1 Expressway
- Upgraded/New Local Arterial
- New Service Road
- Existing SH1
- Existing Local Arterial
- Severed Road
- Traffic Signal
- Roundabout
- Railway Station
- New Structures

#### Option 2

Build WLR then SH1 Expressway

# Kapiti SH1 - Strategy Study July 2009

## Option 3 - SH1 Expressway Avoids Town Centres

### Description

- SH1 Expressway follows rail alignment between Poplar Avenue and Otaihangā Road.
- SH1 Expressway uses WLR designation between Otaihangā Road and Peka Peka.
- WLR provides access to Paraparaumu town centre.
- Existing state highway becomes eastern arterial between Paraparaumu and through Waikanae.
- SH1 Expressway provides second Waikanae River Crossing.
- Grade separated interchanges at Poplar Avenue, Otaihangā Road and Peka Peka.
- Local arterials pass under SH1 Expressway at Kapiti Road and Te Moana Road.
- Two lane service roads provide access to properties adjacent to expressway in Paraparaumu.

### Costs & Benefits (\$)

Earliest Opening Date	2018 - 2020*
Likely Cost (2009 base date)	\$410M - \$880M
Forecast traffic benefits	\$180M*
Indicative Tangible BCR	0.5 - 0.8*

Approximately 160 Affected Land Parcels

\*potential to improve with staging

### Legend

	Upgraded/New SH1 Expressway
	Upgraded/New Local Arterial
	New Service Road
	Existing SH1
	Existing Local Arterial
	Severed Road
	Traffic Signal
	Roundabout
	Railway Station
	New Structures

### Considerations

- Creates coherent route hierarchy.
- Provides a second crossing over the Waikanae River.
- Existing Designation requires alteration due to change of purpose.
- The depowered old SH1 in Waikanae is more appropriate for a town centre environment.
- WLR between Poplar Avenue and Kapiti Road maintains access to Paraparaumu town centre.
- WLR needed for future commercial developments at Paraparaumu Aerodrome and town centre.
- Obtaining KCDC agreement to transfer land designation could delay project.
- Contrary to KCDC's political aspirations for a WLR
- It is likely that the WLR designations will need to be extended at two locations.
- The SH1 expressway may adversely impact on an Urupa near Waikanae River.
- Reduced possibilities for land development on triangle of land between road and rail at Otaihangā.
- Need to pass over land fill site would substantially increase construction costs and project risks.

### Travel Times

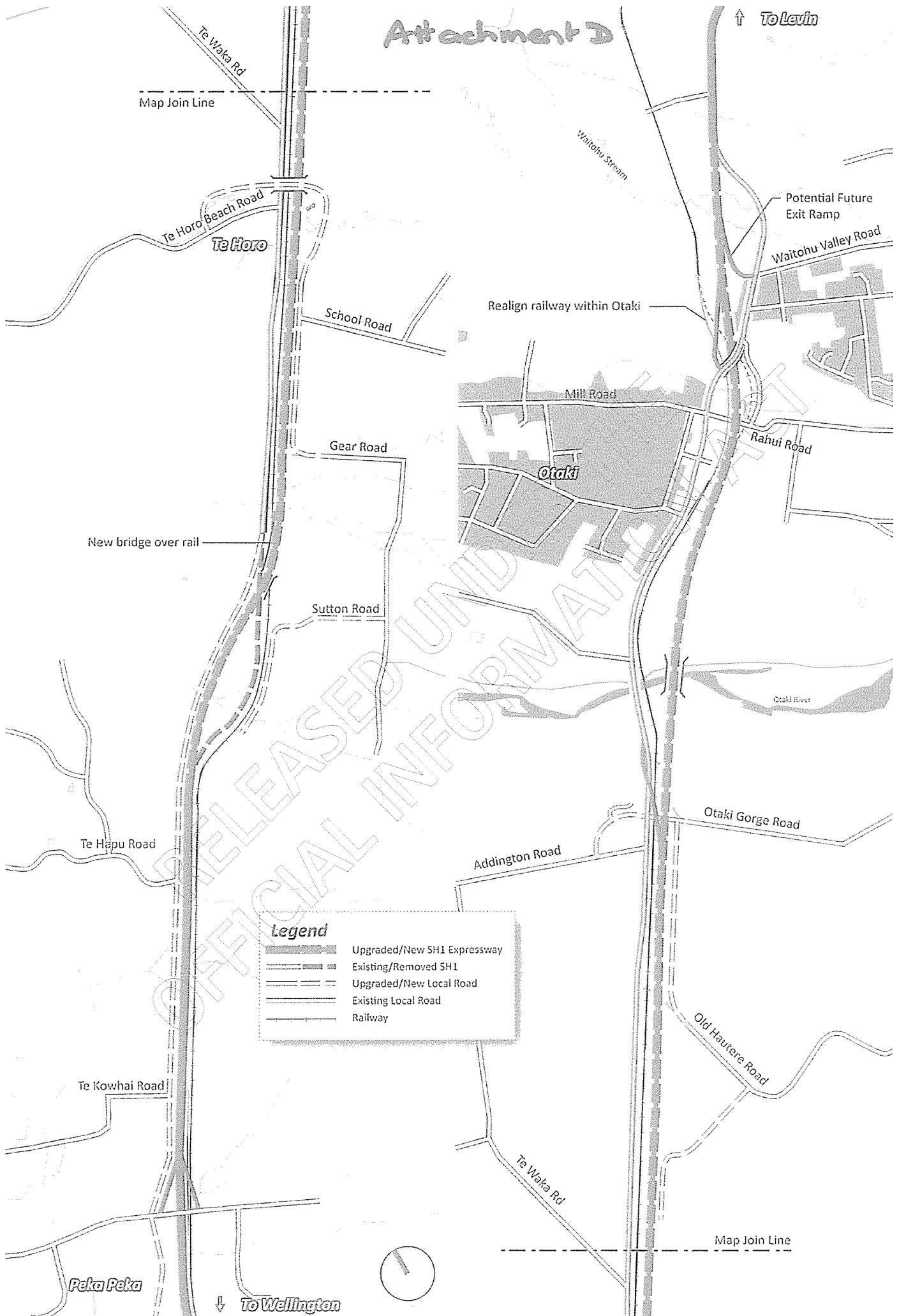
	Do Nothing	Option 3
SH1 Between MacKays Crossing and Peka Peka	22.5mins	12mins
Local Roads Between MacKays Crossing and Paraparaumu Aerodrome	17.5mins	9mins

## Option 3

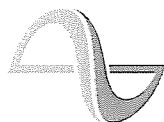
SH1 Expressway Avoids Town Centres



# Attachment D







NZ TRANSPORT AGENCY  
WAKA KOTAHI

AMENDED

MINUTES OF THE NEW ZEALAND TRANSPORT AGENCY BOARD MEETING

HELD ON FRIDAY, 31 JULY 2009

IN THE NEW ZEALAND TRANSPORT AGENCY BOARD ROOM, NATIONAL OFFICE  
CHEWS LANE, LEVEL 2, VICTORIA ARCADE, 44 VICTORIA STREET, WELLINGTON

Approved by the Chair

Date

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\_\_\_\_/\_\_\_\_/\_\_\_\_

PRESENT:

Brian Roche  
Christine Caughey  
Grahame Hall  
Alick Shaw

Garry Moore  
Paul Fitzharris  
Bryan Jackson

IN ATTENDANCE:

Geoff Dangerfield  
Dave Brash  
Ernst Zollner  
Liz Huckerby  
Mark Yaxley  
Jenny Chetwynd  
Bruce Richards  
Karl Fergusson

Julia Shackleton  
Ian Gordon  
Allan Frost  
Colin Crampton  
Rosalie Orr  
Wayne McDonald  
Deb Hume  
Dave Whiteridge

Bob Alkema (Item 10c)  
Coral Aldridge (Item 10c)

David Darwin (Item 10c)  
Nick Hunter (Item 10c)  
Peter Kippenberger (Items 14c, 15c)

INVITEES:

Caroline Heath, Ministry of Transport

i. Apologies

No apologies were received.

Minutes

4c Update from the 15 July 2009 State Highways Board Committee meeting

Resolved:

That the New Zealand Transport Agency Board:

SH1: Peka Peka to MacKays

- a. agrees that Option 1 not be considered further because it does not meet acceptable integrated planning standards, and unduly severs the community of Paraparaumu in comparison with upgrading the existing state highway through Paraparaumu;
- b. endorses undertaking a public engagement process to assist in selecting between Option 2 and 3, on the basis that the Board is currently neutral in terms of a preference between the options;
- c. endorses undertaking consultation on the preferred option for the Otaki to Peka Peka section at the same time; and
- d. notes that the NZTA's approach with the Kapiti District Council will be primarily around consulting on a scheme to secure 4 lanes of capacity for the state highway, and secondarily to meet its aspirations around the objectives of a local arterial network, based on the Kapiti Western Link Road designation.

Bryan Jackson / Grahame Hall

## Meeting of NZTA Board of 11 December 2009

### 1c Kapiti Expressway: MacKays Crossing to Peka Peka – Option Selection

Board paper 09/12/0327

Resolved:

That the New Zealand Transport Agency Board:

- a. **notes** the consultation report and key issues arising;
- b. **notes** that three options have been thoroughly investigated for the alignment of a SH1 expressway corridor through Kapiti;
- c. **notes** that each option has strengths and weaknesses with respect to social, cultural and environmental concerns;
- d. **notes** that the Kapiti Coast District Council supports the Eastern option;
- e. **notes** that the community consultation indicated greater support for the Sandhills option compared with the other options;
- f. **notes** that there are clear cost advantages of the Sandhills option, compared with the other options;
- g. **agrees** that the Sandhills option is the preferred Corridor for the SH1 expressway through Kapiti, subject to further alignment development within the corridor including more detailed assessment of effects and further community consultation;
- h. **requests** the Chief Executive to engage with Kapiti Coast District Council and offer assistance with land use and transportation planning, given the Sandhills alignment for SH1 expressway;
- i. **notes** the Board Chair and Chief Executive will engage with iwi and the Takamore Trust over matters of waahi tapu as a priority;
- j. **requests** the Chief Executive to use all mechanisms available to fast-track the further development and delivery of the SH1 expressway through Kapiti;
- k. **agrees** the appropriate method for fast-tracking this project is the procurement of an alliance, and that through this method the aspirational goal is to lodge consents during 2011; and
- l. ***agrees to keep Board paper 09/12/0327 and the resolutions agreed at this meeting in Committee until the decision on the Kapiti Expressway: MacKays Crossing to Peka Peka Option Selection is made public.***

Brian Roche / Alick Shaw

### 2c SH1 Kapiti Expressway: North of Otaki to Peka Peka

Board paper 09/12/0314

- i) **notes** the consultation report and key issues arising;

- ii) **notes** that the an Eastern alignment for the Te Horo Expressway and an Eastern Otaki Bypass were previously approved in 2003;
- iii) **notes** that a number of minor modifications have been made to this route, and that further consultation has taken place with the community
- iv) **notes** that the community consultation indicated strong support for the proposed alignment;
- v) **agrees** that the Eastern alignment for the Te Horo Expressway and the Eastern Otaki Bypass form the preferred alignment for the State Highway between Peka Peka and north of Otaki;
- vi) **requests** that the following issues are further investigated as the project develops:
  - i. the form and location of the interchanges providing access to Otaki and Te Horo are reviewed, in light of submissions received;
  - ii. the requirement for signage to indicate destinations off of the State Highway is reviewed;
  - iii. the design should allow for future double tracking of the North Island Main Trunk line through Otaki;
  - iv. the alignment is reassessed against current planning requirements prior to preparation the of Notice of Requirement applications; and
  - v. the NZTA should work with Kapiti Coast District Council, the Otaki Community Board and the community in general, with a view to integrating the Expressway with the proposals set out in the Otaki Community Vision document;
- vii) **notes** that the construction of the Te Horo Expressway could encourage development alongside the existing State Highway 1, but that this would not be consistent with Kapiti Coast District Council's own plans and that this should be discouraged to prevent urban sprawl; and
- viii) **agrees** to keep Board paper 09/12/0314 and the resolutions agreed at this meeting in Committee until the decision on the Kapiti Expressway alignment between Peka Peka and north of Otaki is made public.

Brian Roche / Alick Shaw

## Meeting of NZTA Board of 29 November 2009

Resolution 09/11/6c

NZ Transport Agency: (SH1) Wellington Northern Corridor Road of National Significance (RoNS) –  
Endorsement and Funding for Investigation, Design and  
Property Purchase

Board paper 09/11/0292

## Resolution

That the New Zealand Transport Agency Board:

- m. **endorses** the NZ Transport Agency's (NZTA's) (SH1) Wellington Northern Corridor RONS from north of Levin to Wellington Airport;
- n. **approves** funding as set out in the table below for the investigation and design of NZTA's (SH1) Wellington Northern Corridor RONS and for property purchase associated with the RONS, at a total estimated cost of \$386.2 million from N and C3 funds, subject to:
  - i a hold point at the macroscope of each element of the RONS to enable the Board to confirm the preferred option;
  - ii a hold point at the end of investigation of each element before detailed design commences to enable the Board to consider the scheme assessment and confirm funding for detailed design;
  - iii the procedures employed to procure the investigation and design of each element either complying with the NZTA's approved procurement strategy or, where the procedures do not comply with the strategy, approved as special procedures by the Group Manager Regional Partnerships and Planning; and
  - iv achievement during investigation of the outstanding conditions of funding and funding outcomes for the Basin Reserve and Linden to MacKay's Crossing (Transmission Gully) elements of the RONS set out in Board resolutions 08/12/0121 and 08/06/3115;

Element	Funding requested (\$ million) (Excluding previously approved funding)			
	Investigation	Design	Property	Total
Airport to Mt Victoria Tunnel (N funds)	6.0	12.7	36.6	55.3
Basin Reserve (N funds)	0.0	2.2	2.5	4.7
Terrace Tunnel (N funds)	4.3	6.2	23.9	34.4
Ngauranga to Aotea Quay (N funds)	1.7	1.3	0.0	3.0
Ngauranga to Linden (N funds)	7.2	12.2	22.8	42.2
Linden to MacKay's Crossing (C3 funds)	2.7	36.5	23.6	62.8
MacKay's Crossing to Peka Peka (N funds)	15.7	26.7	49.6	92.0
Peka Peka to Otaki (N funds)	6.0	9.9	18.5	34.4
Otaki to Levin (N funds)	3.7	6.2	27.9	37.8
All elements – internal people resources capitalised to WNCR (N funds)	19.5	–	–	19.5
<b>TOTAL</b>	<b>66.84</b>	<b>113.94</b>	<b>205.42</b>	<b>386.20</b>

- o. notes that funding has been approved previously for investigation of the Basin Reserve (\$3.3million) and Linden to MacKay's Crossing (Transmission Gully \$27.1million) elements and for property purchase associated with Transmission Gully (\$37.2million);
- p. notes that the funding allocated in the 2009/2012 National Land Transport Programme (NLTP) to the New and improved infrastructure for state highways activity class, is considered sufficient to cover the funding requested in this application and that the NZTA's Highway and Network Operations Group is expected to purchase services for and manage the activities within this allocation;
- q. notes that the construction cost for the (SH1) Wellington Northern Corridor RONS is estimated at \$3.24 billion, the 95<sup>th</sup> percentile cost is estimated at \$3.93 billion and the 5<sup>th</sup> percentile at \$2.23 billion, recognising that many of the projects in the RONS are at an early stage of development, and that their cost estimates are of rough order level only; and
- r. *agrees to take Board paper 09/11/0292 out of Committee when the Board has published the notice of decision.*

Bryan Jackson / Alick Shaw

Resolution No: 9/11/5C

Wellington Road of National Significance (RoNS): Kapiti Consultation Feedback

Board paper 09/11/0286

Resolved:

That the New Zealand Transport Agency Board:

- a receives Board Paper 09/11/0286 and its attachments; and
- b *agrees to keep Board Paper 09/11/0286 in Committee until the decision is made public.*

Bryan Jackson / Brian Roche

Meeting of SH Board Committee of 28 October 2009

Resolution No: 09/10/5c

**Resolution name:** Update from the 28 October 2009 State Highways Board Committee meeting

**Resolution:**

Resolved: That the New Zealand Transport Agency Board: Wellington Northern Corridor (Levin to Wellington) Route of National Significance: State Highway/local road consideration

a. approves that the Petone–Grenada Link be included in the definition of the Levin to Wellington Road of National Significance (RoNS); b. *agrees to keep the Committee report in Committee until it has made a decision on the overall scope of the Levin to Wellington RoNS, and the Minister of Transport has announced the Levin to Wellington RoNS; Linden to MacKay's section c. approves the Transmission Gully Route as the MacKay's to Linden section of the Wellington Northern Corridor (Levin to Wellington) RoNS; and d. agrees to retain the Committee paper in Committee until it has made a decision on the overall scope of the Levin to Wellington RoNS, and the Minister of Transport has made an announcement about the Levin to Wellington RoNS.* Bryan Jackson / Grahame Hall Garry Moore / Grahame Hall

## Meeting of NZTA Board of 22 October 2009

**Resolution No:** 09/10/0283

**Resolution name:** Kapiti Coast District council's Submission on Improvement Options between MacKays and Otaki

**Resolution:**

Resolved: That the New Zealand Transport Agency Board: a. notes Board paper 09/10/0283; and b. *agrees to take Board paper 09/10/0283 out of Committee when the Board's final decision on the preferred option between MacKays to Otaki has been published.* Brian Roche / Bryan Jackson

## Meeting of NZTA Board of 27 February 2009

**Resolution No:** 09/02/0148

**Resolution name:** NZ Transport Agency: (SH1) Terrace Tunnel and Mt Victoria Tunnel – Final Investigation and Preliminary Design Funding

**Resolution:**

Resolved: That the New Zealand Transport Agency: a approves funding for the final investigation and preliminary design of the NZ Transport Agency's SH1: i. Terrace Tunnel Refurbishment project at an estimated cost of \$3.00 million from N funds; and ii. Mt Victoria Tunnel Refurbishment project at an estimated cost of \$3.80 million from N funds, subject to:: A. the Chief Executive's approval of a procurement procedure, assessed under s25 of the LTMA, covering the procurement of both projects through an alliance contract, which is to include a hold point when the target price is agreed to enable the Board to confirm the scope and standards for the refurbishment work; and B. the NZ Transport Agency's Highway and Network Operations Group undertaking a review of the practicality and cost of undertaking the refurbishments, so as to allow for the transfer of the pedestrian/cycle facility from the old tunnel should the Mt Victoria Tunnel be eventually duplicated; b notes that the construction costs for the projects are estimated at: i. Terrace Tunnel - \$41 million, 95th percentile \$66 million and 5th percentile \$28 million; ii. Mt Victoria Tunnel - \$44 million, 95th percentile \$63 million and 5th percentile \$33 million; c. notes that whilst the probability of a serious event is very low, the need for refurbishment of the tunnels is regarded as urgent and that the projects will be progressed as fast as practically possible; d. notes that this recognised as a high priority and a report back will be given to the Board on the timeframe for completion of



this work; e. notes the reasons for this decision are as set out in the Reasons for recommendation section; and f. *agrees to take Board paper 09/02/0148 out of Committee when the Board has published the notice of decision.* Brian Roche / Paul Fitzharris

## Meeting of NZTA Board of 18 December 2008

**Resolution No:** 08/12/0121

**Resolution name:** NZ Transport Agency: (SH1) Basin Reserve Improvements – Investigation Funding

**Resolution:**

That the New Zealand Transport Agency Board: a notes that the SH1 Basin Reserve Improvements project is a component of a package of works described in the Ngauranga to Airport Corridor strategy that the Board has supported, which is intended to intensify land use around the Newtown/Adelaide Road growth area assisted by improvements to passenger transport, walking and cycling and general traffic flow; b approves funding for the Investigation of the New Zealand Transport Agency's SH1 Basin Reserve Improvements project, at an estimated cost of \$3.3 million from N funds, subject to: i. the development of a Memorandum of Understanding, to the Chief Executive's satisfaction, amongst the NZ Transport Agency, Wellington City Council and Greater Wellington Regional Council, which sets out the governance arrangements and obligations of each party with the aim of optimising and delivering the complete package of public transport, walking & cycling, roading, urban design and land use changes of which this project is a part; and ii. the establishment of a hold point during investigation following selection of the preferred option and before undertaking the Assessment of Environmental Effects and lodging of the Notice of Requirement, to enable the Board and the NLTP Review Group to consider the macroscopes of this project and the Basin Reserve Package of which this project is part; c requests the Chief Executive to advise the Regional Transport Committee that, should the profile of this project change during investigation, funding for subsequent phases of this project may be subject to the availability of R or C funding for the Region; d notes that the construction cost for the SH1 Basin Reserve Improvements project is estimated at \$42 million, the 95th percentile construction cost is estimated at \$66 million and the 5th percentile at \$32 million; e notes the reasons for this decision are as set out in the Reasons for recommendation section; and f *agrees to take Board paper 08/12/0121 out of Committee when the Board has published the notice of decision.* Bryan Jackson / Brian Roche

**Resolution No: 08/09/0044**

**Resolution name:** Ngauranga to Airport Corridor Plan

**Resolution:**

Resolved: That the New Zealand Transport Agency Board a. notes the Ngauranga to Airport Corridor Plan will be considered by the regional transport committee and prioritised alongside other funding requests for the region; b. notes that the NZ Transport Agency would encourage early progress of the grade separation and bus priority measures around the Basin Reserve; and c. supports the final Ngauranga to Airport Corridor Plan. Bryan Jackson / Alick Shaw

**Resolution No: 08/07/3131**

**Resolution name:** Ngauranga to Airport Draft Corridor Plan

**Resolution:**

Resolved: That the Land Transport New Zealand Board: a. approves the draft submission on the Ngauranga to Airport draft corridor plan, included as Attachment 3 to this paper, incorporating the Board's comments; b. supports, subject to the submission, the first stage of the Ngauranga to Airport draft corridor plan, dated June/July 2008; and c. *agrees to take Board paper 08/07/3131 out of Committee.*

**Resolution No: 08/06/3115**

**Resolution name:** Transmission Gully: Further Investigation Funding

**Resolution:**

Resolved: That the Land Transport New Zealand Board: a. notes that an assessment of the Transmission Gully project, in accordance with the requirements of Land Transport NZ's funding allocation process, has not yet been done due to lack of information on the performance of the project; b. approves N-funding, up to \$20 million, subject to Transit NZ applying for a cost scope adjustment, for the further investigation of Transit NZ's Transmission Gully project to: i. enable Land Transport NZ to assess the package of activities proposed to implement the Western Corridor Strategy; and ii. enable Transit NZ, in collaboration with Greater Wellington Regional Council, to complete: all activities required under the scope of its stage 1 investigation, as set out in paragraph 6 of Board paper 08/06/3115; an investigation to optimise the performance of the proposed package of activities to implement the Western Corridor Strategy; and definition of the scope and timing of activities to implement the Western Corridor Strategy; c. delegates to the NLTP review group authority to approve the cost scope adjustment; d. notes that the Chief Executive will advise the Wellington Regional Land Transport Committee that an affordable funding plan for the project, in accordance with the Government announcement on its 2006 appropriation, must be agreed with Land Transport NZ, prior to the Board considering a further funding application for this project; and e. *agrees to keep Board paper 08/06/3115 In-Committee indefinitely.*