

## **DIRECTOR INFRASTRUCTURE REPORT BACK - PROJECTS AND PROGRAMMES**

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### **1. Purpose of Report**

This report provides the Board with information regarding the 2004/05 Council Plan Projects and Programmes for Tawa, Grenada North and Takapu Valley and any other matters of interest to the Tawa Community.

### **2. Recommendations**

It is recommended that the Board:

1. *Receive the information.*

### **3. Summary**

#### **3.1 Projects and Programmes**

The Projects and Programmes report for the 2004/05 financial year is attached as appendix 1.

Contact Officer: *Andrew Dalziel, Director Infrastructure*

### Commentary on the Council Plan 2004-05 Projects and Programmes for Tawa

#### Flood Prevention

An energy dissipater will be built at the rear of 62A Oxford Street. The work involves the placement of large rocks at the base of a stormwater drain. The drain enters the Porirua stream at the rear of 62A Oxford Street. The rocks will prevent the washing out of the banks and the river bed in high flows. Concrete blocks will also be sunk into the damaged stream banks to prevent their collapse. Construction will begin when a contractor becomes available - likely in March.

A small upgrade of the local stormwater network is designed to prevent flooding at numbers 44 and 46 Handyside Street. Resource consent has now been granted and contract documents are being drawn up. The job will be tendered and construction is expected to start in a few months.

#### Parks and Gardens

Now that Willowbank Park has dried out, the RSA commemorative plaque will be relocated to a better position in early March.

#### General Infrastructure

The Safer Roads project in Tawa started in July and remains on target to be substantially completed by the end of February 2005. The one remaining significant project is the Redwood Avenue/ Oriel Avenue roundabout. This will be completed by the end of February.

The Council will advertise asking Tawa residents for feedback on the Tawa Safer Roads Project. A public meeting will be held, probably in May 2005, to consider any outstanding or ongoing issues relating to the projects.

Replacement of the water mains in the Main Road (Surrey to Leadley) and Cambridge Street have been completed. There are no major water projects planned for Tawa in the next few months.

#### Northern Growth Management Framework

##### *1. Development of Takapu "Island"*

Development concepts for Takapu "Island" continue to be advanced based on mixed use and the provision of park and ride facilities as advocated in the Framework. Access issues continue to provide technical difficulties in achieving adequate view lines for entry into the development whilst retaining adequate exit speeds from the motorway. Meetings between Transit, the Council and the potential developer are ongoing.

##### *2. Protection of the ridge top at Marshall Ridge between Redwood and Stebbings Valley*

This initiative is linked to District Plan Changes 32/33 relating to hilltops and ridgelines, and renewable energy. The District Plan Change hearings concluded during the week ending 18 February and deliberations are expected to take 4 – 6 weeks.

##### *3. Planting by landowners of new native trees and shrubs*

This initiative is being implemented in two ways. Firstly through the preparation of concept plans for street tree planting in new subdivisions and secondly by the preparation of a brochure for new home-owners in the subdivisions recommending native plant species appropriate for the soils and climate. The first initiative will enable the Council nursery to obtain suitable ecologically-sourced stock to meet forward planting programmes.

#### *4. Glenside to Tawa walkway along Middleton Road*

A draft concept is being prepared with Boffa Miskell appointed as landscape consultants. A design brief will be confirmed after consultation with affected parties. Given the difficult terrain, a key decision will be the apportionment of the corridor width between traffic, cyclists (the route is the main northern route for cyclists), and pedestrians. Further decisions will relate to the rural/urban balance of the built environment and the size and extent of structures along the edge of the road. The framework requires the Council to improve the quality of road run-off entering the Porirua stream and this can be achieved by the use of vegetation to remove contaminants. This requirement will be incorporated in the design brief. Completion of the design phase is scheduled for the end of June 2005.

#### *5. A SH1/SH2 link between Petone and Grenada North*

A feasibility study of a route from Petone to the Grenada Interchange has been completed by the Council's traffic consultants, Montgomery Watson Harza. Three options were considered: a four lane 100kph state highway to full Transit standard; a two lane 50 kph local road to Wellington City Council standard; and a compromise two lane 70 kph road to Wellington City Council standard. The difference in standards mainly relates to gradients and curve radii. The report is currently being evaluated; however, it is clear that because of the difficult terrain, there are significant visual impacts from all options. The visual impact of the Transit option is equivalent to looking up the Ngauranga Gorge and the visual impact of the other two options is equivalent to the Wainuiomata Hill Road viewed from Lower Hutt. Nevertheless, there are significant operating benefits in the form of a five kilometre reduction in distance from the Grenada Interchange and Petone and a five minute reduction in travel time. This report now needs to be considered in conjunction with other current Transit studies such as the Cross Valley Connector, the Petone to Ngauranga "HOT" lane proposal and the Western Corridor Study. The combinations and timing of these roading projects will affect traffic volumes on the various network legs and thus cost-benefit ratios.

#### *6. A road link between Upper Stebbings Valley and Tawa via Arohata*

Montgomery Watson has identified an appropriate alignment and completed the castings. Whilst the majority of the link can be built in conjunction with subdivision development, there is still a significant section through the Department of Corrections land which would need to be funded by the Council. The cost of this section is estimated at \$9.2million dollars. Given the understandable reluctance of the Department of Corrections to have new construction near their correctional facility, it is unlikely that the cost could be offset by the provision of new sections fronting the new road. The original proposal directed traffic to the Tawa town centre whereas the new alignment is more beneficial for commuter parking and motorway access. A detailed cost-benefit assessment is being completed but, given the high cost of the new length of road and the low traffic volumes accessing it, cost-benefit ratios are not expected to be high.

#### *7. Development of a cross-motorway link between Bing Lucas Drive and Tawa including a road crossing over the railway from Tawa town centre to Duncan Street*

The initial feasibility study investigated a bridge across the motorway linking with the cul-de-sac on Bartlett Grove. This option includes a new at-grade railway crossing point south of Tawa station with full crossing barriers and lights. An at-grade crossing creates operating problems for rail and the alignment and crossing option are being re-evaluated.