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Puhoi to Wellsford project

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What is the Puhoi to Wellsford project?



Existing and anticipated future regional growth will provide opportunities for economic and social development in Northland and the Rodney district. To ensure these opportunities are optimised it is essential that the regions are supported through improvements to infrastructure, such as road access.

The Puhoi to Wellsford road of national significance (RoNS) runs approximately 38km through the Rodney district north of Auckland on State Highway 1.

The project aims to improve the state highway network from Puhoi in the south to the north of Wellsford, following on from completion of the Northern Gateway Toll Road in 2009.

The objectives for the project are:

- to enhance inter regional and national economic growth and productivity

- to improve movement of freight and people between Auckland and Northland
- to improve the connectivity between the growth areas in the northern Rodney area
- to improve the reliability of the transport network through a more robust and safer road between Auckland and Northland.

Other benefits include reducing congestion during peak periods, and improving economic development and tourism opportunities in Northland.

'The new road will bring significant benefits to the Northland and Rodney districts, as well as to Auckland. The Puhoi to Wellsford corridor has been identified as one of our most essential state highway routes to reduce congestion, improve safety and support economic growth in the Auckland and Northland regions.'

*Minister of Transport, Hon Steven Joyce
27 January 2010*

2010

2011

2012

2013

2014

2015

2016

*Route investigation and
community consultation*

*Preparing
reports for
consents*

*Consent
hearings*

*Preliminary
design &
procurement*

Project stages

Route investigation and community consultation

During 2010-11 NZTA will undertake a detailed study of the route. This study will consider the full range of issues associated with building the road from both technical and community viewpoints.

Some areas which will be investigated include:

- Location and form of road improvements
- Social impacts such as noise, air quality and the effect on the local community
- Tangata whenua and the cultural impacts of potential routes
- Property impacts
- Geotechnical and topography considerations
- Ecological impacts
- Affect on historic areas
- Connections to the local roading network
- Walking and cycling access
- Potential construction staging of the work
- Cost of the route
- Constructability
- Opportunities for acceleration of the project including tolling of the routes.

There will be consultation during this phase. This will involve presenting options to people directly affected and talking to the wider community and road users. NZTA will seek feedback to help it assess all the options. This will begin in mid-2010.

Preparing reports for consents

Once NZTA has completed the investigation phase it will have a preferred option for the route. It will then develop detailed reports on the impacts and form of the route. These reports will support the application for designation and resource management consents to build the road.

Consent hearings

NZTA will then go through a statutory process for designation and resource consent applications. All interested parties will then have the opportunity to submit submissions on the project to the relevant authority and be considered. A decision will be issued to NZTA. Provided the decision is positive, NZTA will then be able to construct the route.

Preliminary design and procurement

This stage is when NZTA prepares the design brief based on the designation and consent conditions so that contractors are able to tender for the project.

Detailed design and construction

The final phase is where you will see work out on the road. Detailed engineering plans are drawn up and contractors are able to start work. There may be consideration to stage this work so sections can be opened at different times - these opportunities will be examined during the investigation phase.

Property purchase along the affected route

Working with property owners is a significant process for building a new road. Towards the end of the investigation phase when it is clear which route has been selected NZTA will start working with affected property owners to discuss property purchase options.

Investigation contract award

NZTA has awarded the investigation contract to Sinclair Knight Merz (SKM), a leading independent professional services consulting firm who specialise in engineering and environmental solutions. SKM will work with NZTA to develop a high quality solution that will help enhance economic development in Northland, improve safety and reduce congestion.

A key part of this investigation will be looking for opportunities to enable the NZTA to deliver this important piece of infrastructure as soon as possible.



NZ TRANSPORT AGENCY
WAKA KOTAHI

DETAILED DESIGN AND CONSTRUCTION*

Puhoi to Warkworth:
2014-2019

Warkworth to Wellsford:
2016-2022

* NZTA will seek to accelerate the programme wherever possible.

Roads of national significance

The government's priority for its investment in land transport is to increase economic productivity and growth in New Zealand. Quality land transport infrastructure and services are an essential part of a robust economy.

The government has listed seven roads of national significance as a statement of national road development priorities. The roads are centred on New Zealand's five largest population centres, which are experiencing heavy traffic volumes and need work to reduce congestion and improve safety. Projects specific to these areas will be complemented by improvements to key arterial roads and urban public transport networks.

These roads of national significance are:

- Puhoi to Wellsford
- Western Ring Route, Auckland
- Victoria Park, Auckland
- Waikato Expressway
- Tauranga Eastern Corridor
- Wellington Northern Corridor
- Christchurch motorway.

More information on other projects can be found at: www.nzta.govt.nz/network/rons/index.html





Frequently Asked Questions

What is the timeframe for this project?

The Government has brought the timeframe for constructing the Puhoi to Wellsford corridor forward and investigation work has begun on establishing the route.

The NZTA is working towards completing the corridor within 10 years but will have a clearer picture of the timing once investigations are complete. For the next three years the project will be undertaking detailed investigation and design work to determine route options and obtain statutory consents.

What will happen to homeowners affected by the new road?

All those whose properties are fully or partly required to build the road will be fully consulted as the project develops. Where property must be purchased, owners will be fairly compensated.

Will there be opportunities for the community to provide feedback?

The project will still have to go through the investigation, design and consenting process before progressing to construction. The community will be fully consulted as the project is developed.

What are you doing about current traffic congestion?

The NZTA is currently working on road widening and intersection improvements through Warkworth to relieve pressure on the existing network.

Will the route be tolled?

As part of the investigation phase tolling options for the route will be considered to accelerate the building process.

How does the new road affect the current work at Warkworth?

The state highway improvements through Warkworth include a number of capacity improvements at key intersections between Hudson Road in the north and McKinney Road in the south.

As part of the improvements, the Rodney District Council will also be building a Western Collector Route to the west of Warkworth. Together with the Puhoi to Wellsford works, the Western Collector Route will provide access to existing and future development at Warkworth and the eastern beaches.

Where will the interchanges/access points be on the new route?

The purpose of the project is to aid economic development in the region by minimising the journey time between Auckland and Northland. For this reason the number of intersections along the route will be minimised.

The project is currently at the investigation phase and the number of access points has not been identified.

Will you be constructing sections of the route faster, such as the Warkworth bypass?

The investigation phase of the project will determine construction timelines, and opportunities to stage construction phases will be explored.



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