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Committee Regional Land Transport  
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## Regional Prioritisation of Proposed Roothing Programmes

### 1. Purpose

To provide methods for evaluating various proposed roading programme proposals; and to recommend how proposed roading programmes can reflect priorities in accordance with the Regional Land Transport Strategy (RLTS).

### 2. Background

Transit New Zealand (Transit) is seeking comments on its draft 2003/2004 State Highway Programme as required by section 42E of the Transit New Zealand Act 1989. Transit is seeking comment on:

- a draft ten-year programme for major projects;
- a list of potential future projects which may be investigated further; and
- a draft three-year programme for projects costing less than \$3 million.

Transfund New Zealand is seeking comments on the regional priorities for:

- a draft five-year programme for local road projects; and
- a draft five-year programme for walking and cycling projects.

Both agencies require comment no later than 31 March 2003.

### 3. Comment

#### 3.1 Fit with the RLTS

All proposed projects currently being considered are not inconsistent with the RLTS. Each project, when complete, will deliver benefits to the region and support the achievement of the regional land transport objectives. Naturally each project has different strengths and therefore makes differing contributions to progress. The evaluation processes (see **attachments 1, 3 and 4**) adopted by the Regional Land Transport Technical Group provide a mechanism for

comparing the relative merits of the projects in terms of their contribution toward achievement of the regional land transport objectives.

### 3.2 Evaluation criteria

Evaluation of the draft programmes has been undertaken by the Technical Group. The State Highway programmes, which significantly affect the operation of the strategic transport network, have been assessed using the 3-stage method and strategic criteria shown in **attachment 1**. The heart of this evaluation (stage 2) is based on a weighted attribute analysis. This methodology is a refinement of the method used to evaluate priorities last year.

The method aligns to the objectives in the RLTS as shown in the following table. It should be noted that the weighting of the component attributes add to 25% for each objective.

RLTS Objective Title	Objective Weighting	Component Attributes	Attribute Weighting
Accessibility & economic development	25%	Reduce congestion	10%
		Improve accessibility	10%
		Facilitate economic development	5%
Economic efficiency	25%	Benefit Cost Ratio	25%
Safety	25%	Reduce Injury crashes	25%
Sustainability	25%	Reduce fuel use	5%
		Increase public transport use	5%
		Match adjacent capacity	5%
		Reduce emergency risk	5%
		Facilitate walking and cycling	5%

The Affordability objective of the RLTS is taken into account by a yes or no test in stage 1. The Technical Group considered that all projects identified in Transit’s draft programme were affordable, albeit not as rapidly as desired.

### 3.3 Issues resulting from the current evaluation

The following table shows the major strategic projects (from Transit’s Non Block and Potential Project lists) and compares the recommended regional ranking with the ranking adopted last year by the RLTC and the ranking proposed in Transit’s draft programme. Brief project descriptions are shown in **attachment 2**.

<b>Non Block Projects</b>	<b>Recommended Priority 2003</b>	<b>TNZ Regional Priority 2003</b>	<b>RLTC Priority 2002</b>
Inner City Bypass	1	1	1
Basin Reserve Interchange	2	8	n/c
Western Link Road - Stage 1	3	2	3
Dowse to Petone	4	4	4
Melling Interchange	5	9	n/c
SH2/58 Grade Separation	6	10	9
Western Link Road - Stage 2	7	6	3
MacKays Overbridge	8	3	5
ATMS Expansion	9	5	n/c
Haywards - SH2 to Summit 4 laning	10	11	12
Tawa Interchange	11	7	11
Paekakariki Interchange	12	13	n/c
Rimutaka Corner Easing (Muldoon's)	13	12	6
<b>Potential Projects</b>			
Transmission Gully investigation	1		2
Ngauranga to Aotea Quay 8L	2		n/c
Petone - Ngauranga Aux Lane	3		n/c
Pukerua Bay Bypass	4		n/c
Peka Peka to Poplar 4L - Stage 1	5		n/c
Otaki - Te Horo Expressway	6		n/c
Aotea Quay Offramp Realign	7		n/c
Transmission Gully	n/a		n/c

note: n/c = not considered

From a regional perspective the exclusion of the Transmission Gully Investigation from the proposed Non Block Projects list is seen as adding an unnecessary impediment to deferring the future of this project. This investigation is required in order to better quantify costs and therefore the funding gap that may require finance from the private sector. It is essential that this investigation be completed as soon as possible so that timely decisions on the future of the Transmission Gully project can be made.

The Rimutaka corner easing (Muldoon's) project has slipped from the middle of the list to the bottom. This results not because it is a poor project but rather the projects above it better contribute to the objectives of the RLTS. The Committee may consider that on a ready to go basis it should proceed before the Melling Interchange project which is unlikely to be ready for six or so years.

The MacKays Overbridge safety project has a recommended priority of 8. The Committee may consider that this project should also be higher on the list because it is readily implemented.

The Basin Reserve Interchange and the Melling Interchange have been considered for the first time this year and have come into the list highly ranked because of their strong contribution to the objectives of the RLTS.

### 3.4 Projects not yet considered

The possible Hutt-Porirua link road is not yet included in the regional priorities as this matter is currently being considered in the Hutt Corridor Plan process. The upcoming review of the RLTS may well identify additional projects of high merit. Inclusion of new projects in future may alter the priorities recommended at this time.

### 3.5 Evaluation of the local road projects

The evaluation of local road projects was undertaken using the method shown in **attachment 3**. The recommended priorities are shown in recommendation 5. The scale of the projects are generally small. However, Wellington City is proposing a large ground breaking safety programme that is to be implemented over several years. It has the potential to lead the way for making significant safety improvements. The LTSA supports this project. It ranks highly on the local road list.

### 3.6 Evaluation of the walking and cycling projects

The evaluation of walking and cycling projects was undertaken using the method shown in **attachment 4**. The recommended priorities are shown in recommendation 6. The work that is currently going on to develop cycling strategies at the regional and local levels is expected to significantly add to this list in future.

## 4. Communications

There are no communication matters.

## 5. Recommendations

*That the Committee adopts the following programmes in the priority order shown and instructs officers to communicate these priorities to the appropriate authorities.*

### 1. Ten-year programme for major projects

<b>Recommended Priority 2003</b>	<b>Transit's Draft Regional Priority</b>	<b>Project</b>
1	1	Inner City Bypass
2	8	Basin Reserve Interchange
3	2	Western Link Road - Stage 1
4	4	Dowse to Petone
5	9	Melling Interchange
6	10	SH2/58 Grade Separation
7	6	Western Link Road - Stage 2
8	3	MacKays Overbridge
9	5	ATMS Expansion
10	11	Haywards - SH2 to Summit 4 laning
11	7	Tawa Interchange
12	13	Paekakariki Interchange
13	12	Rimutaka Corner Easing (Muldoon's)

### 2. Potential future projects which may be investigated further

<b>Recommended Priority 2003</b>	<b>Transit's Draft Regional Priority</b>	<b>Project</b>
1	Not indicated	Transmission Gully investigation
2	Not indicated	Ngauranga to Aotea Quay 8 laning
3	Not indicated	Petone - Ngauranga Aux Lane
4	Not indicated	Pukerua Bay Bypass
5	Not indicated	Peka Peka to Poplar 4 laning - Stage 1
6	Not indicated	Otaki - Te Horo Expressway
7	Not indicated	Aotea Quay Offramp Realignment
n/a	Not indicated	Transmission Gully

### 3. That the Committee advises Transit that not only does it consider the Transmission Gully investigation to be at the top of the potential project list but that it strongly urges this investigation be completed as part of the 2003-2004 programme.

4. *Three-year programme for projects costing less than \$3 million*

<i>Recommended Priority 2003</i>	<i>Transit's Draft Regional Priority</i>	<i>Project</i>
1		<i>Shell Gully Seismic Linkages</i>
2		<i>River Road Transport study</i>
3	1	<i>Kent Tce/Ellice St I/S</i>
4	2	<i>Old Hautere Road S/I</i>
5	4	<i>Te Marua Curves</i>
6	8	<i>Waiohine Bridge</i>
7	3	<i>Petone - Ngauranga SL</i>
8	10	<i>Rugby St/ Adelaide Rd I/S</i>
9	11	<i>Curve at Car Haulaways Realignment</i>
10	5	<i>Paremata to Johnsonville SL</i>
11	6	<i>Flightys/Murphy S/I</i>
12	7	<i>Lindale S/I</i>
13	12	<i>Taurima Street/Ruahine Street I/S</i>
14	9	<i>Te Horo Beach Rd to School Rd S/I</i>
15	14	<i>Ruahine Street/Wellington Road I/S</i>
16	13	<i>Curve at Steam Incorp Realignment</i>

*I/S = intersection, S/I = safety improvement, SL = street lighting*

5. *Five-year programme for local road projects*

<b>Recommended Priority 2003</b>	<b>Area</b>	<b>Project</b>
1	Hutt City	High/Daysh/Fairway Drive improvements
2	Kapiti Coast District	Western Link Road - advance land purchase (Multi-party project)
2	Kapiti Coast District	Western Link Road - design (Multi-party project)
3	Kapiti Coast District	Kapiti Transportation Study
4	Wellington City	Area Based Safety Programme
5	Wellington City	CBD traffic capacity improvements
6	Wellington City	Dixon/Manner Streets improvements
7	Kapiti Coast District	Older Drivers - Route study
8	Kapiti Coast District	Paekakariki Access study - Stage 2
9	Upper Hutt City	SH2 River Road Transportation study (local contribution towards a Transit NZ study)
10	Masterton District	Strategic projects listing rural roading projects (including Eastern Bypass)
11	Porirua City	Transmission Gully Link Strategy
12	Porirua City	Transportation Strategy
13	Upper Hutt City	Totara Park Bridge widening
14	Various	Reconstruction - safety BCR 4 to 4.4
15	Kapiti Coast District	Taylor's Road Railway Crossing - lights and bells
16	Hutt City	Silverstream Bridge Strengthening (Hutt City Council half share)
16	Upper Hutt City	Silverstream Bridge Strengthening (Upper Hutt City Council half share)
17	Porirua City	Discovery Drive to Omapere Street Link
18	Porirua City	Eskdale Road Extension (to Whitford Brown Avenue)
19	Various	Bridge renewals BCR > 5.0
20	Various	Seal extension BCR > 5.0
21	Various	Pavement Smoothing BCR > 5.0
22	Various	Bridge renewals BCR 4.5 to 4.9
23	Various	Seal extension BCR 4.5 to 4.9
24	Various	Pavement Smoothing BCR 4.5 to 4.9
25	Various	Bridge renewals BCR 4.0 to 4.4
26	Various	Seal extension BCR 4.0 to 4.4
27	Various	Pavement Smoothing BCR 4 to 4.4
28	Various	Bridge renewals BCR < 4.0
29	Various	Seal extension BCR < 4
30	Various	Pavement Smoothing BCR < 4.0

6. *Five-year programme for walking and cycling projects*

<i>Recommended Priority 2003</i>	<i>Area</i>	<i>Project</i>
1	<i>Kapiti Coast District</i>	<i>Cycleway and Walkway Strategy</i>
2	<i>Porirua City</i>	<i>Cycling Promotion Brochure</i>
3	<i>Porirua City</i>	<i>Cycleway - Pukerua Overbridge to Pukerua Bay</i>
4	<i>Masterton District</i>	<i>Cycling Facilities Stage 1</i>
5	<i>Porirua City</i>	<i>Cycleway -Through Pukerua Bay</i>
6	<i>Wellington City</i>	<i>Cycle route development</i>

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**Attachments**

1. Prioritisation Criteria For Strategic Network (Non Block) Projects
2. Brief Project Descriptions For Strategic Network and Potential Projects
3. Prioritisation Criteria For Local Road Projects
4. Prioritisation Criteria For Walking and Cycling Projects