



Report 05.78
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Committee Regional Land Transport
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Large Project Construction Priorities

1. Purpose

The purpose of this report is to recommend priorities for progressing large construction projects.

2. Background

Large construction projects have a construction cost greater than \$3 million. This year Transit has supplied a list of 11 projects in national priority order. The list is:

| Project Name | National Priority | Cost (\$M) | Notes |
|-------------------------------------|-------------------|------------|---|
| Dowse - Petone interchanges | 19 | 58.2 | Considered last year |
| Kapiti Western Link Rd – stage 1 | 21 | 48 | Considered last year |
| Kapiti Western Link Rd – stage 2 | 22 | 34 | Considered last year |
| Centennial Highway Median Barrier | 23 | 14.6 | New project |
| Whitford Brown Grade Separation | 40 | 11.4 | Urgent if TGM is delayed, joint investigation with PCC. Currently scheduled for investigation by Transit in the 2009/10 year. |
| Melling interchange | 41 | 53.5 | Considered last year |
| Basin Reserve capacity improvements | 59 | 17 | New project |
| Rimutaka corner easing (Muldoon's) | 64 | 11.4 | Considered last year |
| SH2/58 grade separation | 73 | 9.5 | Considered last year |
| Tawa interchange | 115 | 14.1 | Considered last year |
| Haywards - SH2 to summit 4 laning | 117 | 21.5 | Considered last year |

Summary descriptions of all large construction projects are shown in **Attachment 2**.

The Basin Reserve capacity improvement and Centennial Highway median barrier projects are new projects for consideration in 2005/06. All other projects in this category were considered by the Committee last year.

3. Additional projects

The Technical Working Group (TWG) considered that the Valley Floor Connector project (put forward by Hutt City Council) was the only addition necessary to this category. This is a new project that arose from the Hutt Corridor Plan and investigations for the project were completed in the last year, allowing it to now be considered for construction prioritisation. The TWG also expect that a number of projects would be included next year as requested investigations are completed. This is the topic of report 05.79.

4. Technical ranking

The TWG met on four occasions (21 October 2004, 4 and 17 November 2004 and 17 February 2005) to complete this year's technical process. The method used to achieve the recommended rankings was the Transport Package and Project Prioritisation Method as set out in report 05.80. The technical scores are shown in **Attachment 1**.

5. Discussion

With last year's top priority projects, TGM early planting and Inner City Bypass, commencing construction, the Western Link Road – Stage One has now moved into the highest priority position. Scoring for the Melling Interchange reflects the strategic importance of this project. It reduces congestion in a very busy part of the network, improves access to the Region's second largest CBD and improves access within the Hutt Corridor. The Melling interchange's rank was calculated to be 2nd. The TWG decided to drop this rank to 7th as it is necessary to review this project's need after the Dowse/Petone project has been constructed.

The TWG has also taken into account Land Transport New Zealand (LTNZ) and Transit New Zealand advice regarding the Centennial Highway Median Barrier project. As the Committee will be aware, during 2004, this section of State Highway One received a significant amount of media attention due to the high number of fatal crashes that occurred on this section of highway. LTNZ 2004 provisional data for SH1 Centennial Highway (between Ames Street and Toenga) showed that three fatal crashes, one serious crash and two minor crashes resulting in seven deaths, five serious injuries and three minor injuries occurred, and it is the TWG's advice that this safety improvement be given a high priority as to ensure this work is undertaken shortly. As such, the TWG has recommended that this project move from a calculated rank of 9th to 2nd, following the Western Link Road – Stage One.

Other recommended rankings are similar to last years, the exception being the Muldoon's corner improvement project. This is a fairly isolated and minor improvement so it doesn't contribute strongly to the wider strategic objectives of the RLTS. It's recommended rank is

low, however the Committee promoted it strongly in previous years after considering perceived safety benefits and that the project should be relatively easy to progress quickly through the consent processes so that it will be ready to go.

6. Communications

There is nothing to communicate as a result of determining priorities for recommendation to Transit's current consultation process.

7. Recommendations

That the Committee:

i) adopts the following priorities for large construction projects; and

| <i>Project</i> | <i>RLTC 2004 Rank</i> | <i>2005 Recommended Rank</i> |
|---|---------------------------|--------------------------------------|
| <i>Western Link Road - Stage 1</i> | <i>3</i> | <i>1</i> |
| <i>Centennial Highway Median Barrier</i> | | <i>2</i> |
| <i>Dowse to Petone Upgrade</i> | <i>4</i> | <i>3</i> |
| <i>Basin Reserve Capacity Improvements</i> | <i>6</i> | <i>4</i> |
| <i>Western Link Road - Stage 2</i> | <i>9</i> | <i>5</i> |
| <i>Valley Floor Connector</i> | | <i>6</i> |
| <i>Melling Interchange</i> | <i>10</i> | <i>7</i> |
| <i>SH2/58 Interchange</i> | <i>7</i> | <i>8</i> |
| <i>Whitford Brown Grade Separation</i> | | <i>9</i> |
| <i>Tawa interchange safety improvements</i> | <i>11</i> | <i>10</i> |
| <i>Haywards (SH2 to Summit) four laning</i> | <i>8</i> | <i>11</i> |
| <i>Rimutaka Corner Easing (Muldoon's)</i> | <i>5</i> | <i>12</i> |

ii) submits State Highway project priorities to Transit New Zealand.

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Attachment

1. Scoring spreadsheet for Large Project List for 2005/06
2. Summary Large Project Descriptions