



ST6-0002

8 March 2002

2002/03 STATE HIGHWAY PROGRAMME PRIORITIES BRIEFING PAPER FOR STAKEHOLDERS

Purpose

1. To invite stakeholder submissions to help Transit New Zealand (Transit) review its preliminary priority recommendations for the 2002/03 State Highway Programme (SHP).

Background

2. Input from key stakeholders to SHP priorities for 2002/03 is a very important opportunity for influencing the Transit Authority's decisions on priorities for state highway projects.
3. Establishing appropriate funding priorities which give effect to Government policy and are not inconsistent with Transit's National State Highway Strategy and Regional Land Transport Strategies, is key to finalising Transit's recommendations to Transfund New Zealand (Transfund) for the 2002/03 SHP.

Project Prioritisation Guidelines

4. The Transit Authority has reviewed its programme development procedures and attached to this paper (Attachment A) is a current draft procedure guideline that summarises the work done to date.
5. The draft procedure reflects the Authority's interpretation, albeit preliminary, of the Government's recent announcement of funding priorities for land transport. The priorities are:
 - reducing severe traffic congestion
 - improving passenger transport
 - promoting walking and cycling

- assisting regional development and alternatives to roading, and
- improving road safety.

Consultation

6. Now that Government has announced future funding levels, Transit is in a position to consult with stakeholders on funding priorities both for 2002/03 and for the ongoing development of major projects. This is a particularly important opportunity for stakeholders to influence expenditure priorities on the New Zealand highway network.
7. Under the Transit New Zealand Act (1989) Section 42E, Transit is required to consult with stakeholders on its recommendations to Transfund for the forward year. This year it has been necessary to defer the consultation process pending announcements by Government on future funding.
8. In order to meet Transfund's National Roding Programme timetable, the timeframe now available for consultation with key stakeholders is regrettably very short. The Transit Authority will be meeting on 16 April to finalise its recommendations, and in order to achieve this, your advice is required in **Wellington by Friday 5 April.**

Tenta five Programme Priorities

9. Transit's preliminary recommendations on programme priorities for 2002/03 are attached as a basis for seeking submissions from stakeholders on:
 - additional projects which stakeholders believe should be assigned a high priority
 - projects which could be deferred
 - any other submissions on funding priority.
 10. All projects have been tentatively assigned a high, medium or low priority respectively. The Transit Authority acknowledges that these preliminary priorities will need to be refined, particularly in response to feedback from consultation with stakeholders.
- II. Transit's priorities for the SHP have been set out for consideration by stakeholders in the following way:
- | | |
|---------------|---|
| Attachment B: | Projects >\$3M with HIGH priority for funding for each region and project category in approximate project priority order. |
| Attachment C: | Projects >\$3M with a MEDIUM or LOW priority for funding for each region and project category for each highway, but <u>NOT</u> in priority order. |

- Attachment D: Projects <\$3M with a HIGH priority for funding for each region generally in BCR order.
- Attachment E: Projects <\$3M with a LOW or MEDIUM priority for funding for each region for each highway.

12. Some notes about the Transit Authority's preliminary prioritisation are very important:

- Transit does not know the level of funding it is likely to receive from Transfund, and hence cannot predict how far down the High, Medium and Low list the cut-off will come.
- a project assigned a high ranking will not necessarily be included in the final draft SHP because the Transit Authority will need to prioritise across the project categories shown in Table 1 of the procedures included here as Attachment A;
- some Medium priority projects could be included in the final recommended SHP and similarly, some High priority projects may be deferred. to a Medium or Low priority.
- many, but by no means all, high priority projects are sufficiently far developed that Transit could reasonably expect to clear remaining statutory land acquisition and design hurdles to commission the project in 2002/03;
- many medium and most low priority projects could not proceed to construction in 2002/03 as their development has not progressed far enough;
- the likely timing of projects will be taken into account by the Transit Authority as it finalises recommendations to Transfund;
- while Transit has made every endeavour to ensure that programme priorities are consistent with Regional Land Transport Strategies, stakeholder submissions on any inconsistencies would be helpful.

Congestion Relief

13. Transit's initial programme priorities include a number of high priority projects to relieve congestion in Auckland, as well as some in Wellington and proposals to continue the development of congestion relief projects in Hamilton, Tauranga and Christchurch.

Passenger Transport

14. Priority has been given to the North Shore Busway. This is consistent with Government's priority for improving public transport.

15. Other projects are being reviewed to ensure that adequate provision is being made for future busways, and proposals in this regard which are consistent with the **relevant** RLTS, would be welcome.

Safety

16. Transit has continued to give priority to safety. This has been a major focus for Transit in recent years, resulting in many rural state highway realignments and other safety projects.
17. While **many** rural realignments and other safety projects with a BCR of 4 or more, have been tentatively assigned a high priority, Transit has given a medium or low priority to some other projects effectively deferring them to
18. review the potential for low-cost treatments.

Passing Lanes

19. The Transit Authority has recently adopted a passing lane strategy. The preliminary SHP has not yet been reviewed to reflect the new strategy, but this will be done before Transit's programme recommendations are finalised. Submissions from stakeholders on priority for passing lanes will also be considered by the Transit Authority at that time.
20. Transit has recently developed priorities for the provision of passing lanes on state highways with more than 4000 vehicles per day. High priority has been given to the provision of passing lanes on major strategic routes such as State Highway 1.
21. As well as relieving driver frustration, passing lanes also significantly improve safety by reducing the risk of drivers completing unsafe passing manoeuvres. In addition to passing lanes on high volume highways, some passing lanes on lower volume highways have been given a high priority where there are significant crashes caused by unsafe passing manoeuvres.

Walking and Cycling

22. Government has allocated \$3M for promoting walking and cycling. Transit will be reviewing all projects to ensure that they make adequate provision for cyclists and pedestrians. In addition, in consultation with local authorities, Transit will be considering what improvements can be made to the existing state highway network for cyclists and pedestrians. Submissions supporting projects which are part of a local or regional strategy would be appropriate.

Regional Development

23. Government has also allocated \$30M for regional development assistance. Improvements are particularly required to serve future forestry traffic, for example, in Northland and Gisborne/Wairoa.
24. Transit will be consulting with local authorities on improvements required to the state highway network to serve regional development. Submissions in relation to projects, which are consistent with local or regional economic development strategies would be welcomed.

Submissions

25. To help the Transit Authority give due regard to changes to project priority and/or any additional projects proposed by stakeholders it would be important for submissions to cover:
26.
 - revisions to Transit's preliminary prioritisation of high priority projects in Attachment B (Projects over \$3M value) and Attachment D (projects under \$3M in value);
 - proposals for inserting projects with a preliminary medium or low priority into the high priority list at a particular priority;
 - any other programme priority matters which may assist the Authority in making its final recommendations;
 - proposals for deferral of high priority projects from Attachments B or D to a medium or low priority, respectively, particularly when new projects have been elevated to high priority.
27. Submissions from RLTCs and other stakeholders which may be in the form of annotations to Attachments B to E, should be sent directly to the

National Highway Manager
Transit New Zealand
PO Box 5084
WELLINGTON

and clearly marked **2002/03 State Highway Programme Submission** along with identification of the stakeholder represented.

Attachment A. Draft Project Prioritisation Guidelines

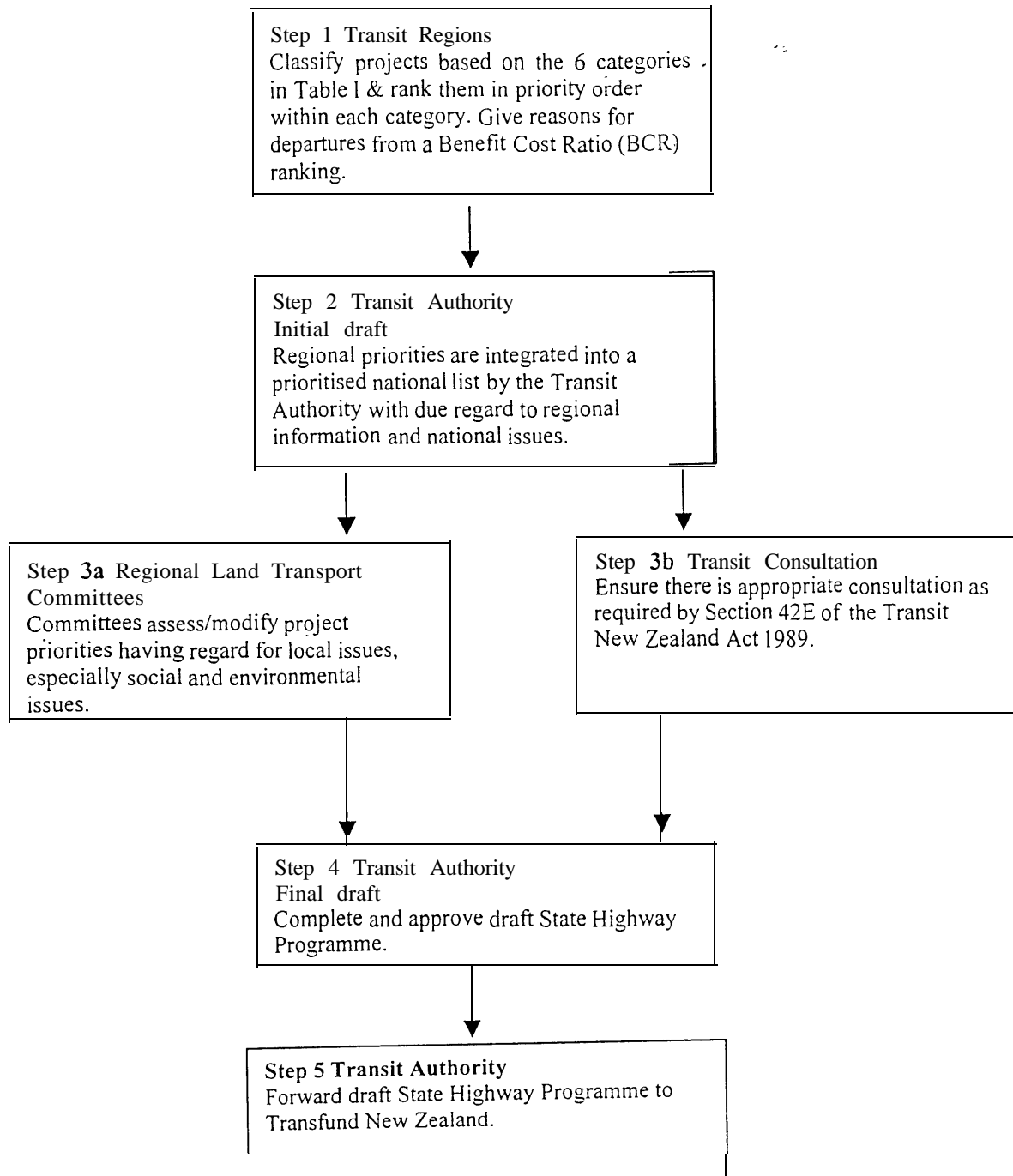
Capital Annual Plan – Project Prioritisation Guidelines

Transit New Zealand has developed the following decision-making framework to determine the priority of different projects and project types before forwarding the draft State Highway Programme (SHP) to Transfund.

This framework aims to ensure that Transit provides the right types of projects in the right locations, giving effect to government policy, and being not inconsistent with the National State Highway Strategy, and Regional Land Transport Strategies.

Benefit Cost Analysis will continue to play an important role in the way projects are prioritised, but the focus has moved to a programme of improvements which assist the government to achieve its transport vision that by 2010 New Zealand will have a transport system that is affordable, integrated, safe, responsive and sustainable.

Process for Preparing Draft State Highway Programme



Step1 Classification of Projects

Each project must be classified by its dominant benefit. There are six project categories as shown in Table 1 below.

Table 1 — Project Classifications

Trend ↑ Increasing Priority →	Project Categories	Examples / Definitions
	A. -Statutory Responsibility	Projects that correct a serious breach of legislative responsibility.
	B. Congestion Relief	Projects that reduce severe congestion, that is, congestion which occurs regularly during the week, causes long time delays, and has significant economic, social or environmental impacts.
	C. Safety	Projects that target safety improvements to assist the government achieve a substantial reduction in the road toll by 2010.
	D. Environment	Projects that address environmental and community concerns
	E. Protection Against Catastrophic Events*	Projects that reduce serious risk and potential for major disruption to a route.
	F. Travel Quality and Route Efficiency	Projects that reduce travel times or driver frustration, or that result in an increase in travel comfort.

* Low probability high consequence

Transit Regional Offices will submit a proposed project list by November (already completed for 2001).

Step 2 Prioritisation Rankings

All projects within each project classification type will be prioritised as either –

- H = High
- M = Medium
- L = Low

A project assigned an H ranking will not necessarily be included in the final draft State Highway Programme because of the need to prioritise *across* categories as shown in the first column of Table 1. Similarly, some projects assigned an M ranking may be included in the draft State Highway Programme.

For most projects, the BCR will be the initial consideration for the project prioritisation- However, some project benefits are not adequately captured in the BCR. Moreover, the BCR is project-based, and does not adequately address system deficiencies like major urban congestion.

Similarly, projects designed to provide protection against catastrophic events are *difficult to prioritise on a BCR basis because of the scale of potential effects. A risk management approach is more appropriate.

All regional lists will be integrated to form a preliminary national prioritised list in head office. The Transit Authority will then perform an initial prioritisation of all projects.

The prioritised national list will then be divided into its regional components and each component sent to its Transit regional office for presentation to the RLTC, and for use as a basis for the consultation with other parties required by Section 42E of the Transit New Zealand Act 1989.

Step 3a Regional Land Transport Committee

Each Transit Regional Manager will present the regional state highway list that has been prioritised from a national perspective to the Regional Land Transport Committee.

The Committee should consider the need to re-prioritise in regard to local issues, especially social and environmental issues, and should include details supporting any proposed changes in prioritisation. Separate submissions may also be made by individual organizations represented on the Committee.

The Regional Land Transport Committee recommendations on relative priorities, along with any separate submissions, will be recorded by the Transit Regional Office for consideration by the Transit Authority.

Step 3b Transit Consultation

Transit carries out its obligation to consult –

- Transfund New Zealand; and
- The Land Transport Safety Authority; and
- The Commissioner of Police; and
- Every affected local authority; and
- Representatives of road users

as required by Section 42 E of the Transit New Zealand Act 1989.

Submissions are recorded by the Transit Regional Offices for consideration by the Transit Authority.

Step 4 Transit Authority

Transit senior managers will integrate the regional sets of prioritised projects into a national prioritised list for consideration by the Authority.

The Authority will complete the draft of the National State Highway Programme by:

- giving due regard to the recommendations of the Regional Land Transport/Prioritisation Committees and individual submissions;
- using its judgement in prioritising across the six project categories;
- considering affordability over the coming year and into the future.

Step 5 Transit Authority

The Transit Authority will forward the draft National State Highway Programme to Transfund New Zealand.

Attachment B. High Priority Projects > \$3M

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PROMAN
High Priority Non-Mock Projects Ordered by Transit Priority

01/02 Financial Year
 February, 2002

Attachment 1 to Report 02.76 Page 13 of 25

SH	RS	SHP Project Name		Phase Type	Total cost	Cash Flow					Tan BCR	
Region		No				02/03	03/04	04/05	05/06	06/07+		
09 Wellington					126,069.5	11,150.0	45,060.0	33,370.0	10,910.0	25,079.5		
		Plimmerton to Mana Stg 2	Construction High 01	Trip Reliability	W	0.0	0.0	0.0	0.0	0.0	4.9	
01N	931	Kapiti Urban Roading Project	High 02	Trip Reliability	D	634.5	0.0	0.0	0.0	634.5	6.0	
01N	931	Kapiti Urban Roading Project	High 02	Trip Reliability	W	10,701.0	0.0	0.0	0.0	10,701.0	6.0	
01N	994	Inner City Bypass Stg 2	High 03	Trip Reliability	W	26,474.0	5,870.0	11,740.0	5,870.0	2,994.0	3.8	
2	962	Dowse to Petone	High 04	Trip Reliability	D	500.0	0.0	0.0	0.0	0.0	4.1	
2	962	Dowse to Petone	High 04	Trip Reliability	W	44,200.0	100.0	21,000.0	21,900.0	1,200.0	4.1	
01N	942	MacKays Crossing Overbridge	High 05	Trip Reliability	D	260.0	210.0	0.0	0.0	50.0	3.2	
01N	942	MacKays Crossing Overbridge	High 05	Trip Reliability	W	10,580.0	0.0	5,580.0	2,000.0	2,000.0	3.2	
01N	931	Poplar to Peka Peka 4L	High 06	Trip Reliability	I	500.0	200.0	200.0	100.0	0.0	2.6	
01N	987	Moveable Lane Barriers (Ngauranga - Aotea)	High 07	Trip Reliability	D	300.0	200.0	80.0	0.0	20.0	3.2	
01N	987	Moveable Lane Barriers (Ngauranga - Aotea)	High 07	Trip Reliability	W	15,000.0	0.0	0.0	2,000.0	5,000.0	3.2	
01N	953	Centennial Highway Seal Widening	High 08	Safety	D	340.0	40.0	260.0	0.0	40.0	4.7	
01N	953	Centennial Highway Seal Widening	High 08	Safety	I	100.0	80.0	0.0	0.0	20.0	4.7	
01N	953	Centennial Highway Seal Widening	High 08	Safety	W	4,410.0	0.0	0.0	1,500.0	1,000.0	4.7	
01N	931	Otaihanga Intersection Improvements	High 09	Safety	D	320.0	300.0	0.0	0.0	20.0	4.3	
2	931	Kaitoke to Te Marua Realignment	High 10	Route Quality & Trip	W	11,750.0	4,150.0	6,200.0	0.0	1,400.0	3.0	
Report Totals						126,069.5	11,150.0	45,060.0	33,370.0	10,910.0	25,079.5	

Attachment C. Medium to Low Priority Projects > \$3M

Medium and Low Priority Non-Block Projects Ordered by Highway

February, 2002

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SH	RS	SHP Project Name						Place Type	Total cost	Cash Flow					Tan BCR	
		No								02/03	03/04	04/05	05/06	06/07+		
Region		09 Wellington							275,076.5	120.0	410.0	3,896.0	8,194.0	262,456.5		
		SH58: Summit to TGM Four Laning Low						Block	I	1,500.0	0.0	0.0	0.0	0.0	1,500.0	0.0
		SH58: Summit to TGM Four Laning Low						Block	D	800.0	0.0	0.0	0.0	0.0	800.0	0.0
01N	915	Otaki	Bypass			Medium	Route Quality & Trip	D	3,450.0	0.0	0.0	0.0	0.0	3,450.0	0.6	
01N	915	Otaki Bypass				Medium	Route Quality & Trip	W	31,680.0	0.0	0.0	0.0	0.0	31,680.0	0.6	
01N	915	Pukehou	-	Waitohu	4L	Medium	Route Quality & Trip	D	449.0	0.0	0.0	0.0	0.0	449.0	2.5	
01N	915	Pukehou - Waitohu 4L				Medium	Route Quality & Trip	W	6,658.0	0.0	0.0	0.0	0.0	6,658.0	2.5	
01N	915	Te Horo	-	Peka Peka	4L	Medium	Route Quality & Trip	D	866.0	0.0	0.0	0.0	433.0	433.0	3.1	
01N	915	Te Horo - Peka Peka 4L				Medium	Route Quality & Trip	W	10,136.0	0.0	0.0	0.0	0.0	10,136.0	3.1	
01N	915	Te Horo	Bypass			Medium	Route Quality & Trip	D	1,584.0	0.0	0.0	0.0	0.0	1,584.0	1.8	
01N	915	Te Horo Bypass				Medium	Route Quality & Trip	W	16,120.0	0.0	0.0	0.0	0.0	16,120.0	1.8	
01N	931	Otaihanga Intersection Improvements				Medium	Safety	W	6,095.5	0.0	0.0	0.0	2,300.0	3,795.5	4.3	
01N	931	Poplar	to	Peka Peka	4L	Medium	Trip Reliability	D	300.0	0.0	0.0	0.0	150.0	150.0	2.6	
01N	931	Poplar to Peka Peka 4L				Medium	Trip Reliability	W	21,000.0	0.0	0.0	0.0	0.0	21,000.0	2.6	
01N	931	Safety Improvements Poplar Ave to Lindal				Low	Safety	I	1,500.0	0.0	0.0	0.0	0.0	1,500.0	0.0	
01N	931	Safety Improvements Poplar Ave to Lindal				Low	Safety	D	1,000.0	0.0	0.0	0.0	0.0	1,000.0	0.0	
01N	931	Safety Improvements Poplar Ave to Lindal				Low	Safety	W	30,000.0	0.0	0.0	0.0	0.0	30,000.0	0.0	
01N	942	Transmission	Gully	Stage	2	Low	Block	I	10,430.0	0.0	0.0	1,500.0	1,915.0	7,015.0	0.0	
01N	953	Paekakariki Overbridge Replacement				Low	Block	D	200.0	0.0	0.0	0.0	0.0	200.0	0.7	
01N	953	Pukerua	Bay	Bypass		Medium	Trip Reliability	D	316.0	0.0	0.0	0.0	156.0	160.0	3.5	
01N	953	Pukerua Bay Bypass				Medium	Trip Reliability	W	10,000.0	0.0	0.0	0.0	0.0	10,000.0	3.5	
01N	953	Wellington - ATMS Projects (SH1)				Low	Trip Reliability	I	80.0	0.0	0.0	70.0	0.0	10.0	3.8	
01N	953	Wellington - ATMS Projects (SH1)				Low	Trip Reliability	D	130.0	0.0	0.0	0.0	110.0	20.0	3.8	
01N	953	Wellington - ATMS Projects (SH1)				Low	Trip Reliability	W	4,500.0	0.0	0.0	0.0	0.0	4,500.0	3.8	
01N	969	Motorway Interchanges Upgrade				Low	Safety	I	500.0	0.0	0.0	0.0	0.0	500.0	2.0	
01N	969	Motorway Interchanges Upgrade				Low	Safety	D	200.0	0.0	0.0	0.0	0.0	200.0	2.0	
01N	969	Motorway Interchanges Upgrade				Low	Safety	W	8,000.0	0.0	0.0	0.0	0.0	8,000.0	2.0	
01N	969	Tawa Interchange Realignment				Low	Safety	I	150.0	120.0	0.0	0.0	0.0	30.0	4.1	
01N	969	Tawa Interchange Realignment				Low	Safety	D	150.0	0.0	120.0	0.0	0.0	30.0	4.1	
01N	969	Tawa Interchange Realignment				Low	Safety	W	4,732.0	0.0	0.0	2,000.0	2,000.0	732.0	4.1	
01N	979	Ngauranga	Link		Medium	Trip Reliability	I	100.0	0.0	0.0	0.0	0.0	100.0	3.5		
01N	979	Ngauranga Link				Medium	Trip Reliability	D	100.0	0.0	0.0	0.0	0.0	100.0	3.5	

Medium and Low Priority Non-Block Projects Ordered by Highway

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HS	RS	SHP No	Project Name	Priority	Phase Type		Total cost	Cash Flow					Tan BCR
								02/03	03/04	04/05	05/06	06/07+	
01N	979	Ngauranga Link	Medium	Trip Reliability	W		3,000.0	0.0	0.0	0.0	0.0	3,000.0	3.5
01N	994	Aotea Off Ramp	Investigation	Low	Block	I	200.0	0.0	0.0	0.0	0.0	200.0	0.5
01N	996	Victoria Tunnel to Airport	Safely	Low	Miscellaneous	I	300.0	0.0	0.0	0.0	0.0	300.0	2.0
01N	996	Improvements Victoria Tunnel to Airport	Safely	Low	Miscellaneous	D	1,000.0	0.0	0.0	0.0	0.0	1,000.0	2.0
01N	996	Improvements Victoria Tunnel to Airport	Safely	Low	Miscellaneous	W	20,000.0	0.0	0.0	0.0	0.0	20,000.0	2.0
2	905	Rimutaka Hill	Upgrading	Low	Block	I	730.0	0.0	0.0	0.0	130.0	600.0	0.0
2	905	Rimutaka Hill	Upgrading	Low	Block	D	200.0	0.0	0.0	100.0	100.0	0.0	0.0
2	931	Fergusson Drive	Grade Separation	Low	Route Quality & Trip	I	100.0	0.0	0.0	0.0	0.0	100.0	3.8
2	931	Fergusson Drive	Grade Separation	Low	Route Quality & Trip	D	100.0	0.0	0.0	0.0	0.0	100.0	3.8
2	931	Fergusson Drive	Grade Separation	Low	Route Quality & Trip	W	3,000.0	0.0	0.0	0.0	0.0	3,000.0	3.8
2	946	River Road	Transportation Study	Medium	Block	I	240.0	0.0	240.0	0.0	0.0	0.0	12.0
2	946	SH2/Moonshine Road	intersection	Low	Safety	I	60.0	0.0	50.0	0.0	0.0	10.0	2.8
2	946	SH2/Moonshine Road	Intersection	Low	Safety	D	70.0	0.0	0.0	56.0	0.0	14.0	2.8
2	946	SH2/Moonshine Road	Intersection	Low	Safety	W	6,000.0	0.0	0.0	0.0	0.0	6,000.0	2.8
2	946	Upper Fergusson Drive	Safety Improvements	Low	Miscellaneous	I	1,000.0	0.0	0.0	0.0	0.0	1,000.0	0.0
2	946	Upper Fergusson Drive	Safety Improvements	Low	Miscellaneous	D	1,000.0	0.0	0.0	0.0	0.0	1,000.0	0.0
2	946	Upper Fergusson Drive	Safety Improvements	Low	Miscellaneous	W	10,000.0	0.0	0.0	0.0	0.0	10,000.0	0.0
2	946	Wellington - SH2	ATMS Projects	Low	Trip Reliability	I	80.0	0.0	0.0	70.0	0.0	10.0	3.8
2	946	Wellington - SH2	ATMS Projects	Low	Trip Reliability	D	250.0	0.0	0.0	0.0	230.0	20.0	3.8
2	946	Wellington - SH2	ATMS Projects	Low	Trip Reliability	W	4,500.0	0.0	0.0	0.0	0.0	4,500.0	3.8
2	962	Kennedy	Good Bridge	Low	Safety	I	300.0	0.0	0.0	100.0	170.0	30.0	3.2
2	962	Kennedy	Good Bridge	Low	Safety	D	330.0	0.0	0.0	0.0	0.0	330.0	3.2
2	962	Kennedy	Good Bridge	Low	Safety	W	11,340.0	0.0	0.0	0.0	0.0	11,340.0	3.2
2	962	Melling	Interchange	Low	Block	I	500.0	0.0	0.0	0.0	0.0	500.0	0.0
2	962	Petone to Ngauranga	Medium	Trip Reliability	I		500.0	0.0	0.0	0.0	500.0	0.0	0.0
2	962	Petone to Ngauranga	Medium	Trip Reliability	D		500.0	0.0	0.0	0.0	0.0	500.0	0.0
2	962	Petone to Ngauranga	Medium	Trip Reliability	W		15,000.0	0.0	0.0	0.0	0.0	15,000.0	0.0
2	962	River Road Side Road	Grade Separation	Low	Route Quality & Trip	I	1,050.0	0.0	0.0	0.0	0.0	1,050.0	0.0
2	962	River Road Side Road	Grade Separation	Low	Route Quality & Trip	D	1,000.0	0.0	0.0	0.0	0.0	1,000.0	0.0
2	962	River Road Side Road	Grade Separation	Low	Route Quality & Trip	W	20,000.0	0.0	0.0	0.0	0.0	20,000.0	0.0

Medium and Low Priority Non-Block Projects Ordered by Highway

Attachment 1 to Report 01176

Page	SH	RS	SHP Project Name NO	Phase Type	Total Cost	Cash Flow				Tan BCR	
						02/03	03/04	04/05	05/06		06/07+
Report Totals					275.076.5	120.0	410.0	3.896.0	8.194	0	262.456.5

Attachment D. High Priority Projects < \$3M

PROMAN
High Priority Block Projects in BCR Order

01/02 Financial Year
February, 2002

SH	RS	SHP Project Name No	Phase Type	Total cost	Cash Flow					Tan BCR
					02/03	03/04	04/05	05/06	06/07+	
Region		09 Wellington		15,722.5	3,271.0	4,304.4	2,732.6	3,892.0	1,510.0	
J1N	942	Paraparaumu Overbridge Strengthening	High 20 Block W	181.0	0.0	0.0	0.0	0.0	181.0	99.0
3 IN	996	Ruahine Street Lighting Upgrade	High 20 Block I	1.0	0.0	1.0	0.0	0.0	0.0	73.0
J1N	996	Ruahine Street Lighting Upgrade	High 20 Block D	2.0	0.0	2.0	0.0	0.0	0.0	73.0
J1N	996	Ruahine Street Lighting Upgrade	High 20 Block W	20.0	0.0	20.0	0.0	0.0	0.0	73.0
58	0	Paremata Traffic Management Study	High 20 Block D	12.5	0.0	0.0	0.0	0.0	0.0	13.6
58	0	Paremata Traffic Management Study	High 20 Block W	58.6	0.0	58.6	0.0	0.0	0.0	13.6
53	0	Featherston to Martinborough S/W	High 20 Block D	5.0	0.0	5.0	0.0	0.0	0.0	11.4
53	0	Featherston to Martinborough S/W	High 20 Block W	77.3	0.0	0.0	20.0	57.3	0.0	11.4
01N	915	Old Hautere Rd S/I	High 20 Block I	40.0	0.0	40.0	0.0	0.0	0.0	11.4
01N	915	Old Hautere Rd S/I	High 20 Block D	40.0	0.0	0.0	40.0	0.0	0.0	11.4
01N	915	Old Hautere Rd S/I	High 20 Block W	444.0	0.0	0.0	0.0	444.0	0.0	11.4
01N	942	Pukerua Bay to Paekakariki Streetlighting	High 20 Block D	40.0	40.0	0.0	0.0	0.0	0.0	8.5
01N	942	Pukerua Bay to Paekakariki Streetlighting	High 20 Block W	650.8	200.0	450.8	0.0	0.0	0.0	8.5
01N	915	Otaki Gorge Road S/I	High 20 Block I	40.0	40.0	0.0	0.0	0.0	0.0	6.3
01N	915	Otaki Gorge Road S/I	High 20 Block D	40.0	0.0	40.0	0.0	0.0	0.0	6.3
01N	915	Otaki Gorge Road S/I	High 20 Block W	444.0	0.0	0.0	444.0	0.0	0.0	6.3
2	946	Te Marua Curves Realignment	High 20 Block D	81.0	81.0	0.0	0.0	0.0	0.0	6.2
2	946	Te Marua Curves Realignment	High 20 Block W	870.0	0.0	870.0	0.0	0.0	0.0	6.2
01N	953	Centennial Highway ATMS	High 20 Block D	40.0	0.0	0.0	0.0	40.0	0.0	5.3
01N	953	Centennial Highway ATMS	High 20 Block W	750.0	0.0	0.0	0.0	0.0	750.0	5.3
01N	953	Wellington Motorway Lighting	High 20 Block I	200.0	150.0	50.0	0.0	0.0	0.0	5.3
01N	953	Wellington Motorway Lighting	High 20 Block D	147.0	0.0	147.0	0.0	0.0	0.0	5.3
01N	953	Wellington Motorway Lighting	High 20 Block W	2,779.0	0.0	0.0	700.0	1,500.0	579.0	5.3
01N	953	Paekakariki Underpass	High 20 Block I	20.0	0.0	20.0	0.0	0.0	0.0	4.6
01N	953	Paekakariki Underpass	High 20 Block D	108.6	0.0	0.0	108.6	0.0	0.0	4.6
01N	953	Paekakariki Underpass	High 20 Block W	1,085.7	0.0	0.0	0.0	1,085.7	0.0	4.6
01N	915	Otaki to Waikanae G/R	High 20 Block I	0.0	0.0	0.0	0.0	0.0	0.0	4.2
01N	915	Otaki to Waikanae G/R	High 20 Block D	0.0	0.0	0.0	0.0	0.0	0.0	4.2
01N	915	Otaki to Waikanae G/R	High 20 Block W	0.0	0.0	0.0	0.0	0.0	0.0	4.2
01N	969	South Mungavin Curves Realignment	High 20 Block D	70.0	70.0	0.0	0.0	0.0	0.0	4.2
01N	969	South Mungavin Curves Realignment	High 20 Block W	1,620.0	0.0	1,200.0	420.0	0.0	0.0	4.2
01N	915	Te Ioro Beach Rd to School Rd S/I	High 20 Block I	40.0	40.0	0.0	0.0	0.0	0.0	4.2

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PROMAN
High Priority Block Projects in BCR Order

01/02 Financial Year
 February, 2002

Attachment 1 to Report 02.176
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SH	RS	SHP Project Name No :	Phase Type	Total Cost	Cash Flow			Tan BCR		
					02/03	03/04	04/05		05/06	06/07+
01N	9.5	Te Horo Beach Rd to School Rd S/I	High 20 Block D	50.0	0.0	50.0	0.0	0.0	0.0	4.2
01N	9.5	Te Horo Beach Rd to School Rd S/I	High 20 Block W	765.0	0.0	0.0	1000.0	765.0	0.0	4.2
58	0	Flightys - Murphys Intersection	High 20 Block D	38.0	38.0	0.0	0.0	0.0	0.0	4.0
58	0	Flightys - Murphys Intersection	High 20 Block W	750.0	1000.0	650.0	0.0	0.0	0.0	4.0
01N	02	Highdale Intersection	High 20 Block W	232.0	92.0	400.0	0.0	0.0	0.0	4.0
01N	931	SH1&58 G/R	High 20 Block I	0.0	0.0	0.0	0.0	0.0	0.0	4.0
01N	931	SH1&58 G/R	High 20 Block D	0.0	0.0	0.0	0.0	0.0	0.0	4.0
01N	021	SH1&58 G/R	High 20 Block W	0.0	0.0	0.0	0.0	0.0	0.0	4.0
01N	097	Shall Gully Feasibility Package	High 20 Block W	900.0	600.0	300.0	0.0	0.0	0.0	3.4
Report Totals				5.722.5	3.271.0	4.304.4	2.732.6	3.892.0	.510.0	

Attachment E. Medium to Low Projects < \$3M



Medium and Low Priority Block Projects Ordered by Highway

Attachment 1 to Report 02.176
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SH	RS	SHP No Project Name		Phase Type	Total cost	Cash Flow					Tan BCR		
						02/03	03/04	04/05	05/06	06/07+			
Region		09 Wellington			14,896.4	45.0	420.0	210.0	1,678.0	12,518.4			
01N	942	Curve at Steam Incorporated	Realignment	Medium	Block	I	40.0	0.0	0.0	0.0	40.0	0.0	3.8
01N	942	Curve at Steam Incorporated	Realignment	Medium	Block	D	95.0	0.0	0.0	0.0	0.0	95.0	3.8
01N	942	Curve at Steam Incorporated	Realignment	Medium	Block	W	954.0	0.0	0.0	0.0	0.0	954.0	3.8
01N	942	Curve South of Car Haulways	Realignment	Medium	Block	I	40.0	0.0	0.0	0.0	40.0	0.0	3.7
01N	942	Curve South of Car Haulways	Realignment	Medium	Block	D	116.0	0.0	0.0	0.0	0.0	116.0	3.7
01N	942	Curve South of Car Haulways	Realignment	Medium	Block	W	1,164.0	0.0	0.0	0.0	0.0	1,164.0	3.7
01N	953	Paekakariki Overbridge	Replacement	Low	Block	I	2,450.0	0.0	0.0	0.0	0.0	2,450.0	0.7
01N	953	Paekakariki Overbridge	Replacement	Low	Block	W	2,450.0	0.0	0.0	0.0	0.0	2,450.0	0.7
01N	953	Pukerua Bay Curve	Improvement	Medium	Block	I	20.0	0.0	0.0	10.0	10.0	0.0	3.9
01N	953	Pukerua Bay Curve	Improvement	Medium	Block	D	33.0	0.0	0.0	0.0	33.0	0.0	3.9
01N	953	Pukerua Bay Curve	Improvement	Medium	Block	W	334.9	0.0	0.0	0.0	0.0	334.9	3.9
01N	953	Pukerua Bay	Merge	Low	Block	I	25.0	25.0	0.0	0.0	0.0	0.0	0.0
01N	953	Pukerua Bay	Merge	Low	Block	D	40.0	0.0	40.0	0.0	0.0	0.0	0.0
01N	953	Pukerua Bay	Merge	Low	Block	W	200.0	0.0	200.0	0.0	0.0	0.0	0.0
01N	994	Aotea Off Ramp	Investigation	Low	Block	W	2,100.0	0.0	0.0	0.0	0.0	2,100.0	0.5
01N	996	Wellington Road	Geometry Improvements	Low	Block	I	20.0	0.0	20.0	0.0	0.0	0.0	2.3
01N	996	Wellington Road	Geometry Improvements	Low	Block	D	10.0	0.0	10.0	0.0	0.0	0.0	2.3
01N	996	Wellington Road	Geometry Improvements	Low	Block	W	65.0	0.0	0.0	0.0	0.0	65.0	2.3
2	883	Waiohine Bridge	Replacement	Medium	Block	D	2,495.0	0.0	0.0	30.0	260.0	2,260.0	3.7
2	883	Waiohine Bridge	Replacement	Medium	Block	W	2,495.0	0.0	0.0	30.0	260.0	2,260.0	3.7
2	921	Rimutaka No 2 & 4	Bridge Realignment	Medium	Block	I	80.0	0.0	80.0	0.0	0.0	0.0	3.3
2	921	Rimutaka No 2 & 4	Bridge Realignment	Medium	Block	D	70.0	0.0	70.0	0.0	0.0	0.0	3.3
2	921	Rimutaka No 2 & 4	Bridge Realignment	Medium	Block	W	165.0	0.0	0.0	165.0	0.0	0.0	3.3
2	946	Akatarawa Road	Intersection Improvements	Low	Block	I	10.0	0.0	0.0	0.0	0.0	10.0	0.6
2	946	Akatarawa Road	Intersection Improvements	Low	Block	D	15.0	0.0	0.0	0.0	0.0	15.0	0.6
2	946	Akatarawa Road	Intersection Improvements	Low	Block	W	30.5	0.0	0.0	0.0	0.0	30.5	0.6
2	962	Kennedy Good	Bridge Intersection	Medium	Block	W	1,260.0	0.0	0.0	0.0	1,260.0	0.0	3.2
53	0	SH 53 Strategy	Study	Low	Block	I	45.0	20.0	0.0	0.0	0.0	0.0	0.0
53	0	Tauherenkau Bridge	Upgrade	Medium	Block	I	80.0	0.0	0.0	0.0	0.0	80.0	3.1
53	0	Tauherenkau Bridge	Upgrade	Medium	Block	D	50.0	0.0	0.0	0.0	0.0	50.0	3.1
53	0	Tauherenkau Bridge	Upgrade	Medium	Block	W	2,700.0	0.0	0.0	0.0	0.0	2,700.0	3.1
58	0	Judgeford to Flighty's	P/L	Medium	Block	I	60.0	0.0	0.0	0.0	0.0	60.0	3.4

Medium and Low Priority Block Projects Ordered by Highway

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SH	RS	SHP Project Name No	Phase Type	Total cost	Cash Flow					Tan BCR
					02/03	03/04	04/05	05/06	06/07+	
Report Totals				14,896.4	45.0	420.0	210.0	1,678.0	12,518.4	

*Tony Brennan
for your info.*

MEMORANDUM

ST1-02/ST1-03
BH:GH43

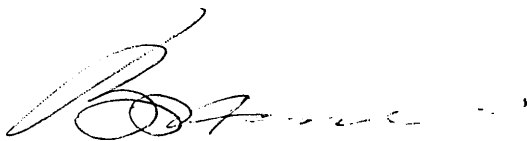
12 March 2002

DRAFT 2002/03 STATE HIGHWAY REVIEW

Further to my letter of 11 March 2002 I have noted three omissions from the list of State Highway projects over \$3M (non block projects). I apologise for this.

Attached is an extra sheet with details of these.

Please add this to Attachment C for consideration of priorities at the RLTC meeting on 3 April 2002. Thank you.



Brian Hasell
REGIONAL MANAGER

Priority Non-Block Projects Ordered by Highway

Attachment 1 to Report 01-76 Page 25 of 25

SH	RS	SHIP No	Project Name	Phase Type	Total Cost	Cash Flow			Tan BCR		
						02/03	03/04	04/05	05/06	06/07+	
Report Totals					275.076.5	120.0	410.0	3.896.0	8.194.0	262.456.5	
58	0		Haywards - SH2 to Summit 4L	M D W	1000 16225	500	300			2.00 15325	3.9
2	962		SH2/58 Grade Separation	M D W	450 7600		360	950	5800	90 250	4.6
2	931		Rimutaka Corner Easing (Mudboons)	M D W	180 5727	100	50			30 5727	3.8