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3 April 2002

Attention Rick van Bamevelt  
State Highway Manager  
Head Office  
Transit New Zealand  
P O Box 5084  
WELLINGTON

Dear Sir

## **Regional Prioritisation of the State Highway Programme**

Thank you for the opportunity for the Wellington Regional Land Transport Committee to provide input into the 2002/03 State Highway Programme.

The Wellington Regional Land Transport Committee met on 3 April 2002 and passed the following resolutions:

1. *That the RLTC recommend to Transit New Zealand the following amendments to the draft 2002/2003 State Highway programme:*
  - (a) *that the Poplar to Peka Peka 4 laning be regarded as medium priority for projects that exceed \$3 million*
  - (b) *that.*
    - *Otaihanga intersection improvements*
    - *Transmission Gully stage 2*
    - *Tawa interchange realignment*
    - *Haywards – SH2 to summit 4 laning*
    - *Haywards – SH2/SH58 grade separation*
    - *Rimutaka corner easing*

*be regarded as high priority projects that exceed \$3 million*
  - (c) *that.*
    - *Curve at Steam Incorporated realignment*
    - *Pukerua Bay curve improvement*
    - *Waiohine Bridge replacement*
    - *Rimutaka No 2 and No 4 bridge replacement*

- *River Road transportation study*  
*be regarded as high priority projects that are less than \$3 million*
2. *That the priority order for high priority projects that exceed \$3 million be.*
    - *Plimmerton to Mana stage 2 construction*
    - *Inner City bypass*
    - *Kaitoke to Te Marua realignment*
    - *Transmission Gully Stage 2*
    - *Kapiti Urban roading project*
    - *Dowse to Petone*
    - *MacKays crossing overbridge*
    - *Rimutaka corner easing*
    - *Moveable median barrier (Ngauranga to Aotea)*
    - *Centennial Highway seal widening*
    - *Haywards SH2/SH58 grade separation*
    - *Otaihanga intersection improvements*
    - *Tawa interchange*
    - *Haywards – SH2 to summit four lanes*
  3. *That these recommendations be forwarded to Transit New Zealand Regional Office.*
  4. *That the RLTC establish a sub-committee to develop and implement an advocacy strategy to advance the final agreed high priority state highway projects.*

The reasons for the reprioritisations above are as follows:

Those projects whose cost exceeds \$3 million the following amendments are suggested:

Poplar to Peka Peka 4 laning: be regarded as medium priority instead of high priority as it is not a named project in the RLTS, will have only a marginal effect on improving regional accessibility, has a marginal cost-benefit ratio, has few safety benefits and impacts on the network balance.

The following projects were moved into the high priority list from the medium to low priority list:

- (i) Otaihanga intersection improvements: this has a good benefit-cost ratio and produces useful safety benefits.
- (ii) Transmission Gully stage 2: this is a named proposal in the RLTS and is an issue that needs urgent resolution. It has a reasonable benefit-cost ratio, will provide improved accessibility and safety. The project will provide relief to the communities on the existing highway and has been demonstrated to provide network balance.
- (iii) Tawa interchange realignment: this project has a good benefit-cost ratio and delivers safety benefits.
- (iv) Haywards – SH2 to summit 4 laning: this project has a good benefit-cost ratio and delivers safety benefits.

- (v) Haywards SH2/SH58 grade separation: this project has a good benefit-cost ratio, enhances accessibility and provides safety benefits.
- (vi) Rimutaka corner easing: this project is named in the RLTS, enhances accessibility, has a good benefit-cost ratio and will provide safety benefits.

For those projects whose cost is less than \$3 million, the Transit New Zealand prioritisation is confirmed with the following projects added to the high priority list:

- (i) Curve at Steam Inc realignment: this provides safety benefits and has a good benefit-cost ratio.
- (ii) Pukerua Bay curve improvement: this provides safety benefits and has a good benefit-cost ratio.
- (iii) Waiohine bridge replacement: this ensures accessibility is maintained and has a good benefit-cost ratio.
- (iv) Rimutaka No 2 and No 4 bridge realignment: this is a name proposal, ensures accessibility and has a reasonable benefit cost ratio.
- (v) River Road transportation study: this project will produce accessibility, safety and network balance benefits. This project has been shifted from the above \$3 million group to the below \$3 million group.

Of the projects that exceed \$3 million in cost and are of high priority, the order of priority has been determined by its alignment with the Regional Land Transport Strategy and its benefit-cost ratio. The highest three priorities also acknowledge that these projects are almost ready to proceed.

If you wish to discuss any of the matters above then please contact me.

Yours sincerely

TONY BRENNAND  
Manager, Transport Policy

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