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Wellington Regional Office
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16 January 2004

The Chief Executive
Greater Wellington
P O Box 11 646
Wellington

Dave W

FILE	
7P/1016	
Doc. No. 1910590	
Referred to	Date/Int
B. Morris	20/1
Steve	21/10
Jon Hewitt	

Dear Sir

Draft Land Transport Programme 2004/05 for State Highways

Purpose

1. To consult on Transit's Draft Land Transport Programme 2004/05 for State Highways Programme.

Attachments

2. Attachment A: Regional Large Projects List & Attributes
Attachment B: Regional Block Plan (General) List & Attributes
Attachment C: Regional Block Plan (Passing Lanes) List & Attributes (no projects)
Attachment D: Effluent Disposal Facilities List
Attachment E: Corridor Management Plans
Attachment F: Regional Walking & Cycling List & Attributes
Attachment G: Draft 2004/05 Maintenance Programme
Attachment H: Location Plans
Attachment I: Project Summaries

Context

3. Transit is required under Section 99 (3) (a) of the Land Transport Management Act 2003 (LTMA) to consult with stakeholders on the State Highway Programme, which will form part of Transfund's National Land Transport Programme. These are transitional arrangements for the preparation of Transit's 2004/05 land transport programme, and the consultation requirements will be broader in future years.

4. Transit has developed a 10-year forward works plan based on a list of projects and a draft 2004/05 maintenance programme. No reassessment of National Land Transport Programme funding has yet been undertaken to take account of the government's recent announcement. Given the tight timeframes, the Transit Board has decided not to undertake an immediate update of 2003/04 project priorities but to work collaboratively with relevant agencies to review projects against the requirements of the LTMA and in parallel to consult with you on your organisation's priorities.
5. Before finalising its recommended 2004/05 State Highway Programme in mid April 2004, Transit will determine priorities for each state highway project based on the review of projects and submissions received from the Land Transport Safety Authority, the Police, the Accident Compensation Corporation, the Ministry of Health, the New Zealand Historic Places Trust, Regional Land Transport Committees (RLTC's), regional councils, territorial authorities, road user groups and other stakeholders.
6. Transit will also be having ongoing discussions with Transfund to determine an indicative funding level for the State Highway Programme, including regional apportionments as recently announced by the government. Consideration is also being given to the potential for some projects to be developed as toll roads.

Your Requested Actions

7. To assist Transit to prepare its 2004/05 land transport programme we request that you:
 - Work together with Transit and Transfund to:
 - (a) Identify significant transport issues for your region (using the Regional land transport strategy as a starting point); and
 - (b) Determine which issues can be addressed through a package of activities (projects and services), such as using a multi-modal approach.
 - Prioritise the list of state highway projects provided, and any other projects (or services) you deem important for Transit's land transport programme, taking account of the requirements of the LTMA and the linkages of activities that are a part of packages
 - Submit your prioritised list of state highway projects for the region, along with any comment on the draft maintenance programme, to the Transit New Zealand Regional Office no later than Wednesday 31 March 2004.
8. To assist our processing of the submissions please recommend a regional priority order for each list of projects in tabular form including project name, regional priority and reason for ranking.

Prioritisation System for Capital Projects

9. For the purpose of preparing a land transport programme Transit will be prioritising projects in a way that is consistent with the LTMA and with Transfund's Allocation Process.
10. In preparing a land transport programme for state highways Transit must now:
 - Take into account how each activity –
 - (a) Assists economic development;
 - (b) Assists safety and personal security;
 - (c) Improves access and mobility;
 - (d) Protects and promotes public health; and
 - (e) Ensures environmental sustainability (New Zealand Transport Strategy Objectives).

And also any current national land transport strategy, National Energy Efficiency and Conservation Strategy, and relevant regional land transport strategies

- Demonstrate to Transfund how each activity:
 - (a) Contributes to Transfund's objective, including its social and environmental responsibility, in an efficient and effective manner; and
 - (b) Has been assessed against other land transport options and alternatives, to the extent possible
11. Transit is also responsible for:
 - Operating the state highway system in a way that contributes to an integrated, safe, responsive and sustainable land transport system; and
 - Exhibiting a sense of social and environmental responsibility, which includes:
 - (a) Avoiding, to the extent reasonable in the circumstances, adverse effects on the environment;
 - (b) Taking into account the views of affected communities;
 - (c) Giving early and full consideration to land transport options and alternatives in a manner that contributes to paragraphs (a) and (b); and
 - (d) Providing early and full opportunities for the persons and organisations that must be consulted with to contribute to the development of its land transport programmes.

12. To assist the prioritisation process, particularly for regional land transport committees you may wish to establish a technical committee to provide advice and recommendations on significant transport issues for the region, identifying and optimising packages of activities and prioritisation. We also suggest that any such technical committee includes Transit and Transfund representatives working with at least local authority staff.
13. The remainder of this letter outlines the lists of proposed projects to be prioritised for the Wellington region. These priority lists do not contain projects for which funding has already been committed for construction.

Large Projects (construction cost > \$3M)

14. A list of possible large projects for the Wellington region is provided in Attachment A in alphabetical order. Projects from the 2003/04 10 Year State Highway Plan have been identified with an asterisk.
15. To assist with the prioritisation of projects we have also provided a set of attributes for each project including:
 - Project description;
 - Earliest construction date;
 - Indicative construction cost;
 - Current Annual Average Daily Traffic (AADT);
 - Benefit to Cost Ratio (BCR);
 - Current average congestion delay (minutes per vehicle) and average congestion delay for the corridor where appropriate;
 - Contribution to economic development;
 - Average travel time savings (minutes per vehicle);
 - Percentage of safety benefits;
 - No. of fatalities over the last 5 years;
 - Degree of driver surprise;
 - Robustness of the safety benefits;
 - Accessibility (to be assessed); and
 - Current degree of pollution (combination of air, water and noise).
16. A number of potential projects nationally have not been included in these lists because they are insufficiently developed for them to be prioritised. Transit proposes to make a modest provision for some of these projects to be further developed and for a limited number to be constructed. In the Wellington region these projects include:
 - Aotea Quay off ramp realign
 - Basin Reserve I/C
 - Kennedy Good I/C
 - Ngauranga to Aotea Quay 8L
 - Peka Peka to Poplar 4L – Stage 1
 - Petone – Ngauranga Aux Lane

- Pukerua Bay Bypass
- Transmission Gully

17. Submissions are invited on:

- The priority order of large projects; and
- Which potential projects have a high priority for further development in 2004/05.

Block Projects (construction cost < \$3M)

18. Lists of possible block projects for the Wellington region are provided in Attachments B, C, D and E in alphabetical order. Projects from the 2003/04 10 year State Highway Plan have been identified with an asterisk.
19. Transit has developed its block plan by identifying projects in each of the following categories:
- General projects (most having mainly safety benefits);
 - Passing lanes;
 - Effluent disposal facilities;
 - Safety retrofitting¹;
 - Seismic retrofitting of bridges; and
 - Corridor management plans.
20. Attachment B sets out an alphabetical list of general block projects for the Wellington region, which are proposed for inclusion in the block plan over the next three years. As with large projects we have also provided a similar list of attributes with each project.
21. Attachment C sets out an alphabetical list of passing lane projects. There are none of these currently proposed for the Wellington region. Passing lanes have been identified as a particular priority in road user surveys and Transit has developed a passing lane plan, which involves giving priority to the provision of passing lanes at 5km intervals on high volume strategic highways (generally > 4000 vehicles per day), and other passing lanes that either have high BCRs or there are exceptional circumstances. We propose to continue following this plan subject to the feedback from your submissions.
22. Transit proposes to continue to support the development of effluent disposal facilities where they are consistent with an agreed strategy, which also makes provision for territorial authority funding in accordance with Transfund's policy. Attachment D sets out an alphabetical list of effluent disposal sites to be undertaken over the next three years at an estimated combined cost of \$1.3M per year for the North and South islands. The

¹ Safety retrofitting involves the systematic elimination of roadside hazards along a specified length of highway by either removing obstacles to provide clearzones on both sides of the road, or by guardrailing immovable hazards.

proposed facilities are consistent with the agreed implementation plans for the North Island and South Island. Attachment D is a national perspective for your information only, as there are no effluent disposal sites programmed in the Wellington region within the next three years.

23. The standard of many state highways and the hazards, which are common on roadside verges, fall well below Transit's targets for safe roads. In 2003/04, we have provided a modest \$5M national allocation to safety retrofitting to allow the continued trialling of low cost treatments initiated in 2002/03. We are considering increasing this figure for 2004/05.
24. We are also considering a \$2M national allocation for seismic retrofitting of highway bridges to reduce the cost and delay consequences from earthquakes. This would continue a 5-year programme to address those bridges where the risk and cost consequences have been assessed to be high.
25. Corridor Management Plans, provided in Attachment E, are an important means for securing the alignment of expectations at a detailed level between Transit, local authorities and other stakeholders. Transit is committed to maintaining the currency of these plans previously known as strategy studies and they are updated to ensure that they are generally not more than 5 years old. The proposed budget of approximately \$2M nationally will allow new Corridor Management Plans to be development and existing plans to be updated when appropriate.
26. Submissions are invited on:
 - The priority order of general and passing lane block projects, effluent disposal facilities and corridor management plans.

Walking & Cycling Projects

27. A list of possible walking and cycling projects for the Wellington region is provided in Attachment F in alphabetical order. Projects from the 2003/04 10 year State Highway Plan have been identified with an asterisk.
28. To assist with the prioritisation we have provided project attributes including:
 - BCR;
 - Indicative cost;
 - Current level of congestion;
 - Current level of pollution; and
 - Current level of tourism.
29. This plan will be consulted on by Transfund as part of a consolidated plan covering state highways and local roads. Therefore, there is no need to prioritise these projects in your submissions at this time.

Draft 2004/05 Maintenance Programme

30. Transit's draft 2004/05 maintenance programme is outlined in Attachment G. We have split the funding request to highlight the funding required to maintain the state highway network to its current level of service, and those items that could be considered as "improvements" to the current level of service. We would welcome any comment on the programme, particularly the current levels of service for the state highway network in your region and the proposed improvements to levels of service.

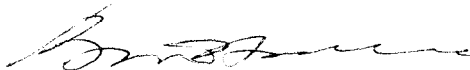
Alternative Funding

31. Please also note that Transit's consideration of the provision of toll roads in the LTMA has identified a number of projects as possible candidates such as ALPURT B2. Transit is also continuing to explore other alternative funding arrangements with Transfund and government, which would enable more progress on implementing the 10-year plan.
32. To support tolling Transit is proposing a National Toll Administration Project based on a preliminary cost of \$37.5M (no detailed work has been undertaken). Operating costs are likely to be high in the first 5 years of operation after which the toll revenue is expected to exceed costs.

Consultation Timeframe

33. RLTCs and other stakeholders are invited to make submissions on Transit's prioritised lists of large and block projects by 31 March 2004.
34. If you would like to discuss the programme or receive a presentation please contact Transit's Regional Manager Brian Hasell, phone 04 801 2580.

Yours sincerely



Brian Hasell
Regional Manger