



Report **06.345**
Date 14 July 2006
File TP/01/04/01

Committee **Regional Land Transport**
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State Highway Forecast Analysis

1. Purpose

The purpose of this report is to advise the Committee about the consistency of Transit's recently published State Highway Forecast (SHF) with the region's expectation as set out in the Proposed Regional Transport Programme of April 2006.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

Following the usual process, Transit released a Draft SHF for consultation in February 2006. Officers prepared a submission consistent with the established position of the Committee. The submission sought:

- inclusion of the outcome of the Western Corridor Plan process in the final SHF
- advancement of a number of projects consistent with the previous year's programme but subsequently delayed by funding constraints
- faster progress on small/medium projects (block programme); and
- Transit's leadership in progressing the Grenada to Gracefield package investigation as it needs to be coordinated with the development of the Dowse to Petone project and the Petone to Ngauranga capacity improvement.

4. Comment

An analysis of the region's expectations compared with the SHF has been undertaken (refer Attachment 1). It is very pleasing to note that most of Transit's programme meets the region's expectations. There are only five

areas where Transit's plan deviates from the Regional Transport Programme, as set out below.

4.1 Hutt Corridor Package

The Regional Transport Programme, based on the Hutt Corridor Plan, identifies four projects that need to be further developed together. They are Dowse to Petone (#10 in the programme), Grenada to Gracefield stages 1 and 2 (#12 and #13), and Petone to Ngauranga (#16). The construction of Dowse to Petone is included in the 10-year SHF but the three other projects require further investigation and are not included in the current SHF because the status of the Grenada to Gracefield road is yet to be determined.

Transit is working with the Wellington and Hutt City Councils to progress the Hutt Corridor Plan. Lead agency status has not yet been confirmed. A review of the Hutt Corridor Plan is programmed to begin in early 2007, which may also have impact on the decisions made by Transit and the Councils.

4.2 Melling Interchange

The regional programme has this project (#14 in the Draft Regional Transport Programme) identified for construction beyond ten years. This is due to a lack of funding for the programme and the Committee's view that other projects are of higher regional priority. Transit's plan indicates possible construction in years 6-10. It is appropriate that Transit reviews the need and timing of this project soon after the completion of the nearby Dowse to Petone project. The Draft Regional Land Transport Strategy (RLTS) also signals a review of the Hutt Corridor Plan during 2007-2008. Consequently the outcome of the reviews will influence future decisions.

4.3 Western Corridor - Travel Demand Management

The Western Corridor Plan provides for Transit to lead the development and implementation of active traffic management systems and high occupancy vehicle lane measures, with investigation starting in 2006/07, anticipating implementation from 2008/09. While the current SHF does not include any provision for this project it is likely to be investigated as part of the work programme for Transit's recently appointed Travel Demand Management officer.

4.4 Western Corridor – Otaihanga Interchange

The Western Corridor Plan provides for Transit to construct a grade separated interchange at the intersection of SH1/Otaihanga Rd to address existing safety and access issues. Construction is expected in years 9-10. The current SHF does not include provision for this project. The need for the work will be reviewed by Transit in its upcoming SH1 Kapiti Study, taking into account the design work for the Western Link project.

4.5 Rimutaka Corner Easing (Muldoon's)

For some time the Committee has advocated that this project be completed as a very high regional priority and has recommended it for R funding. The region's expectation is that construction occurs in years 2-3, whereas Transit's current SHF provides for possible construction in years 6-10. It is understood Transit will review the timing of the project should the Committee confirm its priority through the current RLTS process.

5. Communication

At this time no material in this paper requires communication.

6. Recommendations

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

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Attachment 1: State Highway Forecast Programme Analysis