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Mr G Taylor
Highway Strategy and Standards Manager
Transit New Zealand
PO Box 5084
WELLINGTON

Dear Sir

Submission on the State Highway Review

The Wellington Regional Council thanks Transit New Zealand for this opportunity to submit on the State Highway Review.

The Wellington Regional Council's submission is in two parts. The first part deals with the State Highway criteria published in the brochure "State Highway Review – What you need to know" which was sent to submitters with a letter dated 28 January 2002. The second part of the submission deals with specific proposals as they relate to the Wellington region.

1. State highway criteria

It is noted that the Wellington Regional Council has already submitted on the state highway criteria in a submission dated 15 August 2001. Nevertheless two points are reiterated.

Council requests that Transit New Zealand recognises the strategic value of having alternative routes of consistent standard by relaxing the restriction on declaring parallel routes. Alternative routes provide for:

- strategic diversions required for traffic incidents, weather closures and other civil emergencies
- route balancing
- satisfying desire lines and providing customer choice.

Informing the public of strategic diversions is considerably simplified if the alternative route is named or numbered as a state highway. Council requests Transit New Zealand to recognise that there are a number of recent declarations that are parallel to existing state highways. These include:

- SH16 (Wellsford – Helensville)
- SH1A (Greville Road – Silverdale)
- SH1B (Taupiri – Cambridge)
- SH39 (Ngaruawahia – SH3 1)
- SH50 (Gwavas – Takapau)
- SH50A (Napier – Hastings)
- SH93 (Mataura – Clinton)

Council requests Transit New Zealand to recognise there exist a number of parallel route state highways that are primarily used by inter-district traffic. Examples include SH28, SH34, SH46, SH3A and SH56.

Council requests that Transit New Zealand provide transparency by defining the characteristics of urban arterials that would *significantly improve the overall performance and management of the state highway network*.

2. Proposals for the Wellington region

Council understands there are two proposals for changes to the state highway network.

- *SH1 Wellington* – Council supports the proposal to add a spur highway along Aotea Quay to the main gates of Centreport. This is consistent with the criteria of having a state highway to major ports.
- *SH53 Martinborough* – Council opposes the proposal to shorten the state highway back to the edge of Martinborough. Council does not believe this proposal can be supported by Transit New Zealand’s state highway criteria. Council believes the proposal is impractical as the growth in affected towns would mean the state highway declaration would vary continuously which would create administrative difficulties. Such a proposal could have perverse consequences such as a local council promulgating lopsided town growth policies in order to reduce roading costs.

If you require further clarification of the points raised in this submission, please contact me.

Yours sincerely

TONY BRENNAND
Manager, Transport Policy