

Chairperson and Committee Members
REGULATORY MANAGEMENT COMMITTEE

24 MARCH 2011

Meeting Status : Public

Purpose of Report: For Decision

SUBMISSION ON THE NZ TRANSPORT AGENCY STATE HIGHWAY CLASSIFICATION CONSULTATION DOCUMENT

PURPOSE OF REPORT

- 1 This report seeks the Committee's approval of the attached submission (Appendix 1) on the NZ Transport Agency (NZTA) State Highway Classification consultation draft document.

SIGNIFICANCE OF DECISION

- 2 This report does not trigger the Significance Policy.

BACKGROUND

- 3 The draft State Highway Classification document (Appendix 2) is the latest NZTA tool being developed to assist with setting long-term direction for the state highway network.
- 4 It forms part of the State Highway Network Strategy (currently in development) and according to NZTA will help manage the network effectively and contribute to long-term land transport in New Zealand. NZTA is seeking feedback on the criteria and thresholds used to create the suggested categories.
- 5 This classification system has been developed against the background of the Government's goals for increasing efficiency of freight journeys across New Zealand. It attempts to identify the function of each highway through this classification approach, to ensure that they contribute to more efficient and safe journeys, whether for trucks or for cars getting people to and from work.
- 6 NZTA anticipates road users will be able to use this classification approach to plan journeys, as it will signal the conditions that can be expected on different highways, and ultimately encourage road users to modify their behaviour to match the network conditions.

CONSIDERATIONS

Issues

- 7 On reviewing the classification system it seems unclear and poorly linked to other areas of strategic directions in transport. Key issues raised in the draft submission are:
 - the proposed classification system looks at state highways in isolation from the rest of the network. It is not integrated with other modes of transport or local networks. There is no mention of cycling, walking or public transport or of integration with the local network;
 - NZTA has already invested in developing NZ Standard 4404; 2010 Land Development and Subdivision Engineering. The principles of classification in this document could be taken forward and used in a state highway classification system;
 - it is not clear whether the proposed state highway classification is to be used as a system to inform the public, as an asset management tool or as a planning and funding management tool;
 - the function of the state highway when it runs through centres of population. This has implications for design standards and the impact on local communities;
 - traffic volumes are still the sole method used to predict road design;
 - issues of strategic importance to the Wellington region.
- 8 The submission also includes questions about detail including:
 - safety and how the KiwiRap classification fits with this proposed system;
 - tourist flows in the Wellington region;
 - lack of acknowledgement of the role and significance of Paraparaumu Airport;
 - the population of Kāpiti is incorrectly stated; and
 - the apparent lack of involvement of active transport mode stakeholders on the stakeholder group.
- 9 The full draft submission is at Appendix 1.

Financial Considerations

- 10 There are no financial considerations from this report.

Legal Considerations

- 11 There are no legal considerations from this report.

Delegation

- 12 The Regulatory Management Committee has the delegated power to approve submissions:

7.31 Authority to review and approve any Kapiti Coast District Council submission on any issue that is being made on behalf of Council.

Consultation

- 13 This is the first phase of consultation on state highway classification. NZTA expects the new classification, with final versions of thresholds, criteria and categories, to be finalised later in 2011 after this engagement process. Following this, they will seek further feedback on levels of service for each category of highway.

Policy Implications

- 14 There are no policy implications from this report.

Publicity Considerations

- 15 There are no publicity implications from this report.

RECOMMENDATIONS

- 16 That the Regulatory Management Committee approves the submission to the NZTA on the draft State Highway Classification (Appendix 1), subject to any changes requested by the Committee.

Report prepared by:

Approved for submission by:

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ATTACHMENTS:

Appendix 1: State Highway Classification consultation draft submission.

Appendix 2: State Highway Classification consultation draft.

<http://www.nzta.govt.nz/consultation/classification-system/docs/draft-sh-classification.pdf>

Appendix 1



Submission to NZ Transport Agency

On the Draft State Highway Classification

From Kāpiti Coast District Council

March 2011

For further information

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Introduction

1. The Kāpiti Coast District Council welcomes the opportunity to submit on the NZ Transport Agency consultation draft of the State Highway Classification.

Purpose of the state highway classification

2. The Council is concerned that the purpose of the classification is unclear and poorly linked to other areas of strategic direction in transport, connectivity and land uses along the corridors.
3. The proposed classification appears to look at state highways in isolation from the rest of the transport network. It does not appear to be integrated with any other modes of transport or local networks.
4. NZTA invested in the development of NZS 4404, 2010 for classifying the local network. Kāpiti Coast District Council questions why a different framework is now being used on the state highway network rather than enhancing the NZS 4404, 2010 framework to include state highways. NZS 4404, 2010 is a well integrated land use and transport framework that Kāpiti Coast District Council supports.
5. It is not clear whether the proposed state highway classification is to be used as a system to inform the public, as an asset management tool or as a planning and funding management tool.
6. It is a concern that if the classification is to be used as a planning and funding tool that the “top class” of roads will receive the funding at the expense of low population, low traffic volume rural areas. There is a need to link the importance of local economies and populations to dollars spent. Maximising access to significant markets, areas of employment and economic growth achieves a wider economic and social benefit, than a quick link between the big cities.
7. Kāpiti Coast District Council is of the opinion that the state highway should work in conjunction with public transport services, rail freight and infrastructure, maximizing the use of existing infrastructure on key routes. The classification should acknowledge alternative transport options to the state highway, particularly on the most congested routes.

Traffic volume

8. The emphasis on annual average daily traffic (AADT) and vehicles per day (VPD) is biased towards the use of private vehicles. It is a blunt instrument providing raw data. Economic growth and productivity is not generated by private vehicles, it is generated by business and freight trips.
9. There is too much emphasis on high traffic volume. Route design needs to more closely reflect land use, traffic type and demand, whether freight,

private car, bus, pedestrian or cyclist. The design of the route may need to change over its length to reflect the different characteristics of the area.

Alternative modes of transport – integrated transport network

10. There is no mention of walking and cycling or access to public transport running in parallel with the state highway, offering an alternative mode of transport, particularly rail. (e.g. Waikanae to Wellington or Palmerston North to Wellington).

Safety

11. The Kāpiti Coast District Council questions where the KiwiRap state highway classification fits in with the proposed system - it suggests this is reviewed.

Appendices

12. Appendix 2 Table 3 for Levin to Wellington in the 'other strategically important issues' should acknowledge that the state highway is the only linkage for the Kāpiti Coast District.
13. Appendix 2 Table 4 SH58 Paremata to Haywards should acknowledge that it connects centres of population of more than 10,000 and is a strategically important connection to the Hutt Valley from the Western Corridor.
14. Appendix 7 cites the Kapiti Coast population as 38,300. The Kāpiti Coast District Council questions what this figure is based on. The 2006 Census puts the Kapiti Coast District population at 45,790 and estimates for 2011 are 48,187 and 2021 are 53,550.
15. Appendix 8 should include reference to Paraparaumu Airport. It will have direct flights commencing to Auckland later this year which will contribute in some measure to highway congestion relief and will serve as an alternative to Wellington Airport in an emergency.
16. Appendix 8 the map with International tourist flows shows Wellington to Levin recording between 60,000 and 100,000 tourists passing through, but on p8 there is no tick recorded for International tourist flow in the SH1 Levin to Wellington column on that route. This should be corrected.
17. The classification system uses criteria / thresholds of 35,000 vehicles per day. The Council seeks further information on the rationale behind this figure.
18. The Council would like to see Paraparaumu identified on the maps in this document.

