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File No. TP/1/2/1 and TP/3/3/1
gross22apr_awb

24 April 2002

Attention Mr Michael Gross
Members of the Transfund Board
Transfund New Zealand
P OBox2331
WELLINGTON

Dear Sir

2002/03 National Roding Programme – Projects of Regional Significance in the Wellington Region

On 3 April 2002, the Wellington Regional Land Transport Committee met to recommend the regional priorities for the State Highway network. This was at the invitation of Transit New Zealand.

The top six priority major state highway projects in the priority order agreed by the Regional Land Transport Committee are:

- SH1 Plimmerton to Mana stage 2 construction

This project provides relief for severe regular congestion and is an essential compliment to the approved additional Paremata bridge.

- SH 1 inner city bypass

This project provides relief to severe congestion, promotes cycling through inbuilt cycleway segments and gives safety benefits by removing the state highway from adjacent to a busy pedestrian shopping mall.

- SH 2 Kaitoke to Te Marua realignment

This project assists regional development in the Wairarapa, improves a difficult segment on state highway 2 which is subject to queuing behind heavy vehicles and provides safety benefits.

- Transmission Gully stage 2

This is a continuation of further investigation to assist in ascertaining the viability of the project under the proposed new tolling legislation.

- Kapiti urban roading project

This project provides relief to congestion, allows separation of local traffic from arterial traffic, and effectively defers major expenditure on state highway 1.

- SH2 Dowse to Petone

This project provides relief to severe congestion, separates local connections from the state highway, and gives improved access to commuter parking.

The projects are all seen as supportive of the Government's objectives in the recently announced Transport Vision.

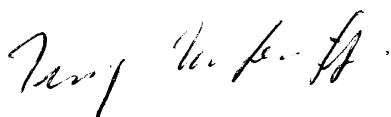
The Regional Land Transport Committee strongly urges the Transfund Board when compiling the 'National Roothing Programme to ensure that these projects are quickly approved. These are all very important and necessary projects for the Wellington region.

In particular I would comment on behalf of the Regional Land Transport Committee that the progression of the Inner City Bypass is a matter of regional urgency and is a key element in the region's Regional Land Transport Strategy. I wish to request an opportunity for a small delegation from the Regional Land Transport Committee to address the Transfund Board on the urgency and importance of the project.

I wish to raise the importance of Transfund New Zealand releasing funds to enable engineering investigations to occur on the alignment of the proposed Transmission Gully motorway.

Regional land transport planning is continually being frustrated by the uncertainty surrounding the Transmission Gully project. The proposed investigations will give a sound basis for the likely cost of the project which is essential information to determine whether this project can be funded in the near future. Some certainty for this project, whether positive or negative, will be very helpful so that the Regional Land Transport Committee can get on with its statutory responsibilities.

Yours faithfully



TERRY McDAVITT
Chairman, Regional Land Transport Committee

copy to: Martin Gummer
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