

20 June 2011

Thank you for your submission on the draft state highway classification. Your feedback is very much appreciated. NZTA has now determined the final classification and I am writing to you to let you know the outcome of that decision.

As a result of submissions 13 changes were made to the categorisation of State highways. No changes were made to the underlying thresholds or criteria. Final classification maps and maps showing the changes from the draft to the final classification are attached for you.

Sixty five submissions were received, the majority from regional and local government. Of the sixty five submissions received, thirty eight (58%) specifically support the classification or the concept, while the remainder are silent. No submissions directly opposed the classification.

Fourteen submissions are explicitly in favour of the criteria and thresholds, four submissions fundamentally disagree with particular criteria, and the remainder are silent. The main comments relate to additional ideas for reflecting economic activity and value in the criteria (the data for which is either unavailable or unreliable) and ensuring that the classification utilises future projections (where future projections are available they have already been incorporated in the methodology). No substantive issues are raised by submitters that necessitate a change to the classification criteria or the thresholds.

Other key issues raised are the importance of integration between state highways and local road networks, the difference between urban and rural state highways and the funding implications of classification. These are issues that fall outside the scope of the Classification System itself and will be addressed in the NZTA's State Highway Network Strategy and Investment and Revenue Strategy.

Thirty one submissions request changes to the classification of thirty six specific state highways or routes in their region or local area. Of these thirty one requested changes, thirteen meet the required criteria for re-categorising in the final classification. These amendments correct errors in the draft classification or reflect NZTA acceptance of the rationale of some changes proposed by submitters. The amendments to the classification are set out in the following table and attached maps. Supporting information is available on the NZTA website at <http://www.nzta.govt.nz/planning/process/state-highway.html>

Map Ref.	State Highway	Area	Draft	Final
1	SH25A (Kopu & Hikuai)	Waikato	Regional distributor	Regional connector
2	SH26 (Hamilton to SH27 intersection)	Waikato	Regional distributor	Regional connector
2	SH23 (Hamilton to Raglan)	Waikato	Regional distributor	Regional connector
3	SH34 (Kawerau to SH2)	Bay of Plenty	Regional distributor	Regional connector
4	SH46, SH47, SH4 (Tohunga Junction to National Park), SH49	Waikato & Manawatu/Whanganui	Regional distributor	Regional connector
5	SH56 (from Palmerston North to SH57 at Makerua)	Manawatu/Whanganui	Regional distributor	Regional connector
6	SH2 (Melling to Upper Hutt)	Wellington	Regional strategic	National strategic
6	SH58 (Paremata to Haywards)	Wellington	Regional connector	Regional strategic
7	SH71 (SH1S to Rangiora)	Canterbury	Regional distributor	Regional connector
8	SH75 (Christchurch to Akaroa)	Canterbury	Regional distributor	Regional connector
9	SH78 (SH1S to Port of Timaru)	Canterbury	Regional distributor	National strategic
10	SH6 (Five Rivers to Invercargill)	Southland	Regional distributor	Regional connector
10	SH1S (Invercargill to Bluff)	Southland	Regional distributor	Regional strategic

We will be in touch with you shortly to discuss further the specific issues raised in your submission.

We recognise that submitters are very interested in the proposed levels of service that road users can expect from each category of state highway. We intend to discuss this with you as part of the engagement on the draft State Highway Network Strategy currently in development.

Again, thank you for your submission on the state highway classification.

Yours sincerely



Jenny Chetwynd
Regional Director Central North Island

Encl. North and South Island final classification map
North and South Island maps showing 13 changes between draft and final classification.

Criteria, Thresholds and Categories for classifying the state highway network.

Category/Criteria	Freight Volume ¹	Annual Average Daily Traffic	Centres of Population	Port Access for Freight	Airport Access for Passengers	International Tourism Flows	Other Strategically Important Issues
1. National Strategic (purple routes) Meet at least 3 of the criteria + High Volume routes (highlighted in blue) Meet at least 1 of the criteria	>800 HCV per day >1200 HCV per day)	>30,000 vehicles per day >35,000 vehicles per day	Major City ² >100,000	Tonnage >2M tonnes or \$3B annually ³	> 3M passengers annually ⁴	>60,000 travellers on route annually	
2. Regional Strategic (green routes) Meet at least 2 of the criteria	>400 HCV per day	>10,000 vehicles per day	>30,000 ⁵	Tonnage >1M tonnes ⁶ annually	>500,000 passengers annually ⁷	>20,000 travellers on route annually	Significant Inter-regional Lifeline
3. Regional Connector (orange routes) Meet at least 1 of the criteria	Same as regional strategic	>3,000 vehicles per day	>10,000 ⁸	Same as regional strategic	>250,000 passengers annually ⁹	Same as regional strategic	
4. Regional Distributor (yellow routes) All other SH routes	<400 HCV per day	<3,000 vehicles per day	<10,000	Tonnage <1M tonnes annually	<250,000 passengers annually	<20,000 travellers on route annually	

¹ Proxy for productivity – connecting major industrial and distribution centre to markets. Consistent with international best practice.

² Top 7 cities as defined in the NZTA Planning Policy and Funding Manual – Auckland, Hamilton, Tauranga, Napier/Hastings, Wellington, Christchurch, Dunedin. Consistent with international best practice.

³ Top 8 ports – Tauranga, Auckland, Christchurch, New Plymouth, Marsden, Dunedin, Wellington, Napier, plus Auckland International Airport. Break point in tonnages/values. Consistent with international best practice.

⁴ Top 3 airports – Auckland, Wellington, Christchurch. Break point in data. Consistent with international best practice.

⁵ Statistics NZ definition of main urban area

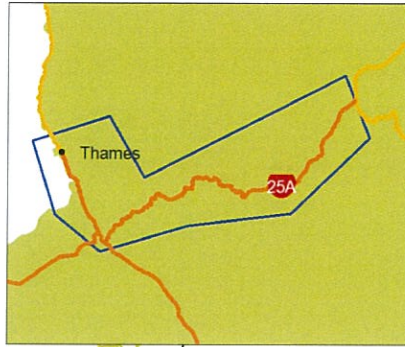
⁶ Next 3 ports – Picton, Nelson, Bluff.

⁷ Next 2 airports – Queenstown, Nelson

⁸ Stats NZ Definition - Secondary Urban Area

⁹ Next 5 airports – Dunedin, Palmerston North, Hamilton, Rotorua, Napier

1.

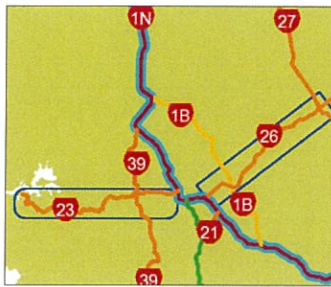


DRAFT STATE HIGHWAY CLASSIFICATION

- National Strategic
- Regional Strategic
- Regional Connector
- Regional Distributor

— High Volume

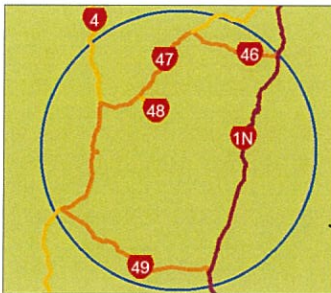
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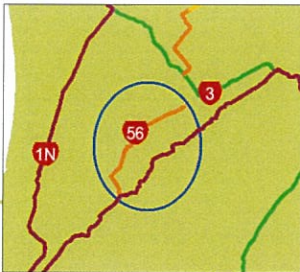
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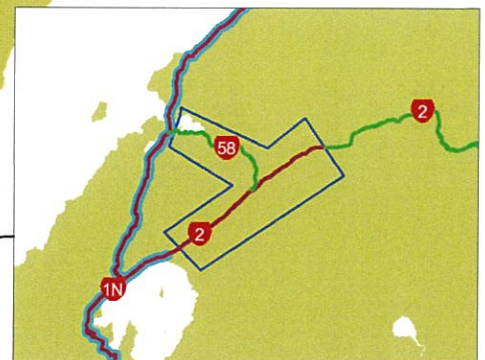
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DRAFT STATE HIGHWAY CLASSIFICATION

NEW ZEALAND TRANSPORT AGENCY

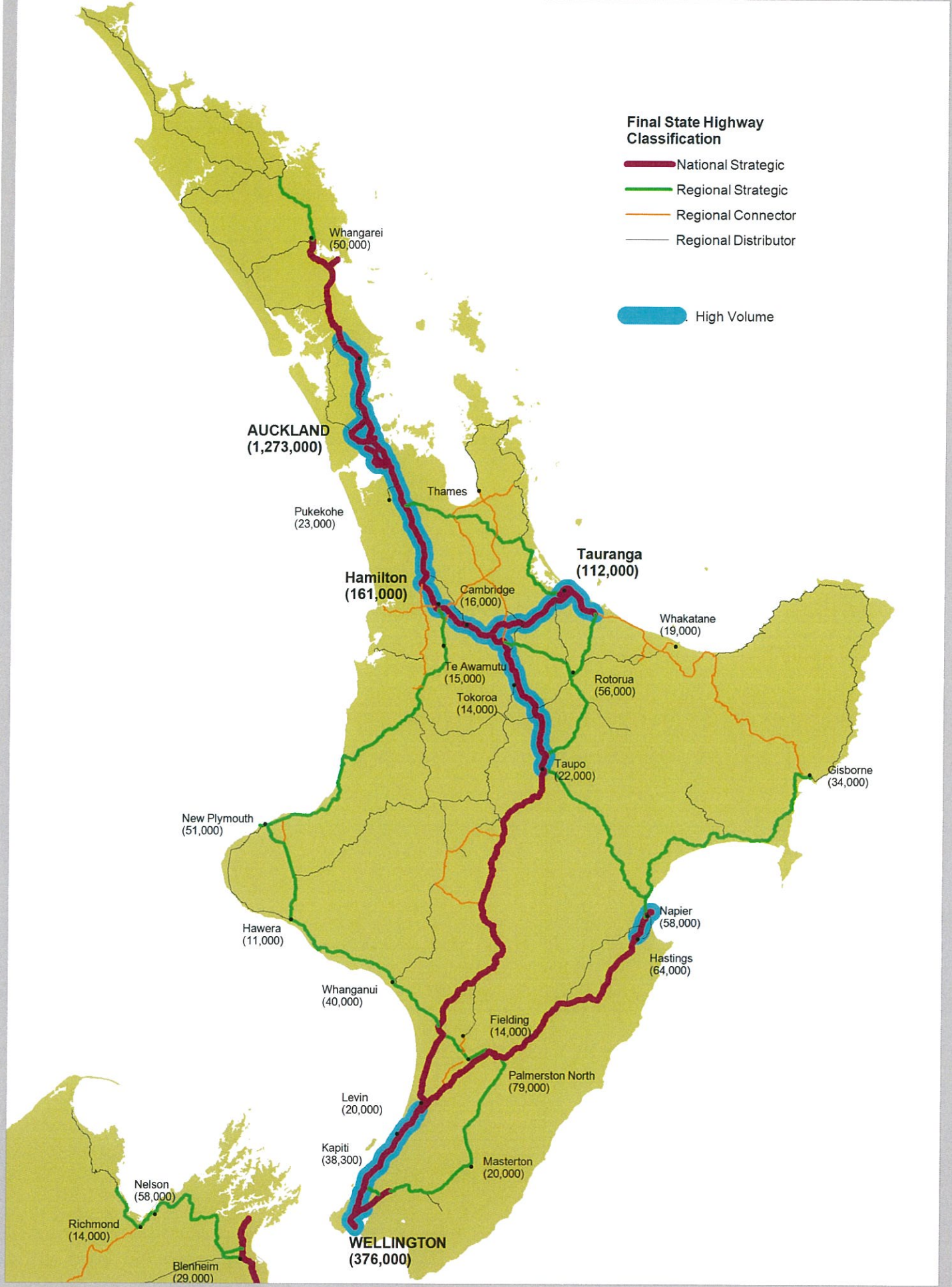
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NZ TRANSPORT AGENCY
WAKA KOTAHĪ

NORTH ISLAND STATE HIGHWAYS

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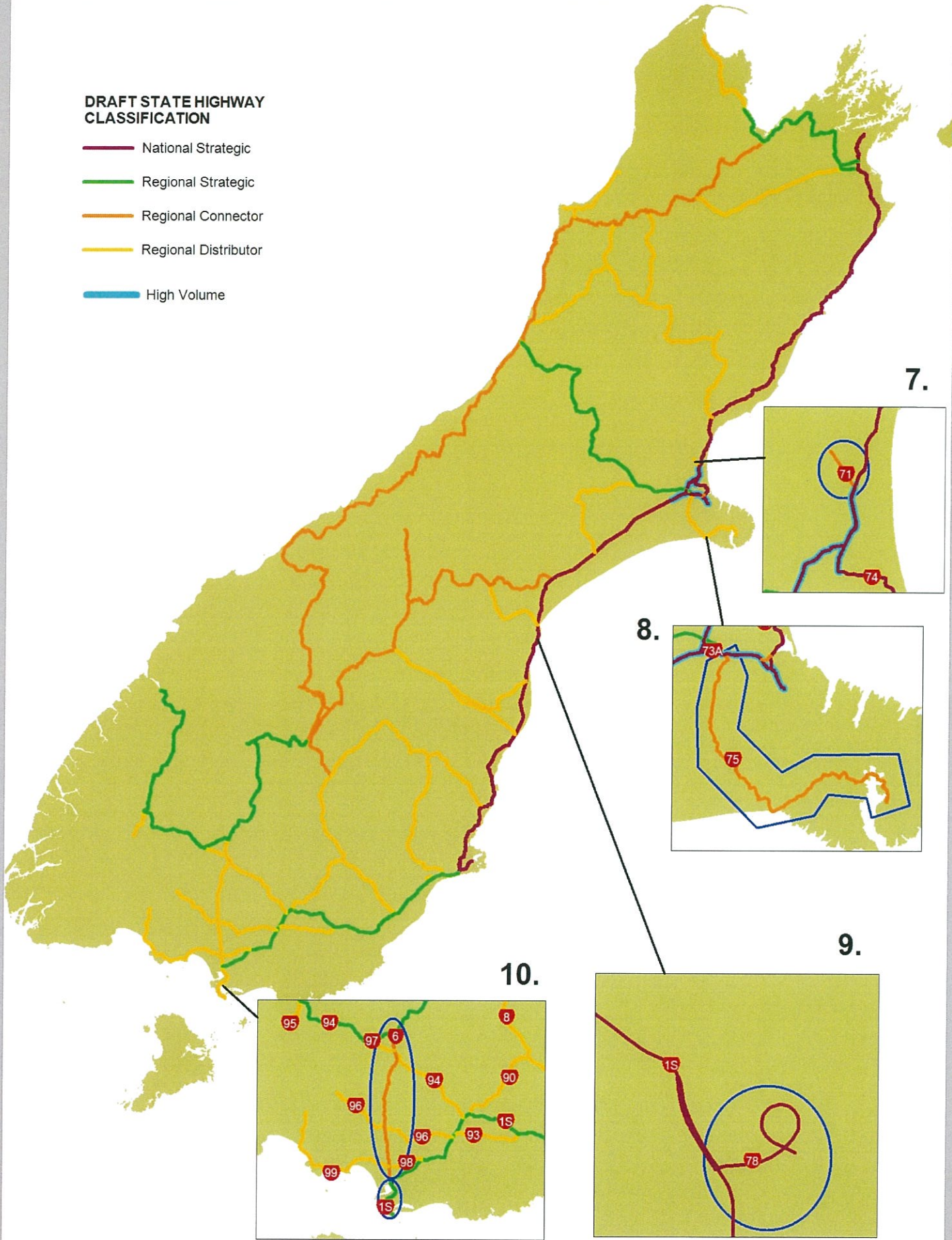
Final State Highway Classification

- National Strategic
- Regional Strategic
- Regional Connector
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 High Volume

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