

# SOUTH WAIRARAPA DISTRICT COUNCIL

28 AUGUST 2018

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## AGENDA ITEM 6.7

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### FEATHERSTON HIGHWAY CHANGES

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#### **Purpose of Report**

To inform the Featherston Community Board

#### **Recommendations**

Officers recommend that the Featherston Community Board:

1. *Receive the information.*

## **1. Executive Summary**

The diversion of State Highway 53 to State Highway 2 has been raised several times but not in a formal review or business case. As there are many different aspects to the idea and the implications far-reaching any review would need to be at a District Council level.

Due to the complexity of the idea and, as it has not come via Council, any proposal will need to be brought to Council with the objectives clearly outlined and how the proposal meets the objectives. It will need to contain the analysis of the proposed changes, including traffic etc, and the economics of what is to be achieved.

Once a proposal is taken to Council it can be reviewed on its merits and if it is seen as a good way forward it can be consulted on.

Post-consultation, the proposal can be taken to NZTA to be reviewed against the business case and costs and, if approved, the works can be done and diversions put in place.

The review of the highway and economics is not something that the Council is initiating and is a body of work that will not be undertaken internally. There have already been counter-arguments to retain the status quo presented to the Council following the Featherston Community Board presentation.

## **2. Background**

At the Featherston Community Board (FCB) meeting on 17 July, members of the public raised the closing of the State highway 53 in Featherston and

diverting extra traffic through State Highway 2 as being potentially beneficial to commercial properties.

This concept has been raised through different channels over time and has offered up various options and positive opportunities. These have included:

- Increased economic development
- Decrease in State Highway length
- Increased safety
  - At the school
  - Removal of a rail crossing

An action was produced from the deliberations as below:

478	FCB	17-Jul-18	Action	Mark	Organise a meeting with Mark Shepherd and Mark Owen (NZTA) to discuss the proposal to divert traffic from Revans Street through Featherston, options, traffic statistics, and to define next steps
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### 3. Discussion

A meeting was convened on the 31 July with Mark Owen of NZTA, Mark Allingham Group Manager of Infrastructure and Services SWDC and Mark Shepard of the FCB.

#### 3.1 Options on Diversion

There were numerous issues deliberated as a part of the discussion. Options such as the possibility of Revans Street (SH53) being one way and the return road to SH2 being Boundary Road or Donald Street or Waite street.

The benefits of extra traffic for the businesses were also discussed and the issues of parking, the impact on Martinborough and Greytown as well as the proximity to the other towns, and whether drivers would break their journey so early.

It was determined that there were many options in having the diversion, as well as the benefits and disadvantages through inconvenience or safety.

#### 3.2 Define the next steps

Due to the complexity of the issue, it was determined that a proposal would be best brought forward by whomever wanted to pursue the changes. This proposal would start with the singular objective of the change, e.g. increased economics of shops on SH2.

Then the proposal would show how this objective is achieved with the proposed change and the effects with traffic numbers and other data.

The route and physical highway changes would be defined and a rough order of cost given.

The proposal would then come to the full Council meeting for consideration and, at this stage, the proposal can be considered on its merits

### **3.3 Consultation**

Any proposal of this nature will require extensive consultation.

### **3.4 Legal Implications**

There will be legal implications in changing the road however this is not prohibitive.

### **3.5 Financial Considerations**

There will be a greater amount of roading to be funded via the Council should this be granted but this is not prohibitive. There will be infrastructure costs in amending the intersections and this would hopefully be funded via NZTA.

There would be internal and external costs in developing a proposal and this would be borne by those proposing the changes. Consultation would also require some funding but again this is not prohibitive.

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