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Committee Regional Land Transport
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Agency Reports on Implementing the Regional Land Transport Strategy

1. Purpose

To update the Committee on progress in implementing the Regional Land Transport Strategy.

2. Background

The Regional Land Transport Committee is required by the Land Transport Act to provide an annual report on implementing the Regional Land Transport Strategy. The 6 March 2002 meeting of the Committee adopted a proposal to receive a single report from the implementing agencies at each of its meetings with a stronger emphasis on the objectives and performance indicators outlined in the Regional Land Transport Strategy that would assist the development of the annual report.

3. Comment

3.1 Reporting against named proposals

(i) Western Corridor

Transit New Zealand

- *SH1 Western Link Road*

The proposed Western Link Road is a joint project with Kapiti Coast District Council to build a parallel route to State Highway 1 between Peka Peka (north of Waikanae) and Poplar Avenue (in Raumati). This parallel route would free up both the congested highway and local roads.

The Environment Court approved the designation for the road in 2002. There have been a number of appeals to both the Environment Court and the High Court since this time.

May 2004 update

Three appeals against the Environment Court decision have been lodged with the High Court. The High Court hearing is currently scheduled for mid- September 2004.

- *SH1 Lindale underpass*

This project includes building an underpass linking two side roads and providing on and off ramps for the highway, just north of Paraparaumu.

The new underpass will significantly improve safety along State Highway 1 just south of the Lindale Complex. It will be built beneath the highway to link Ventnor Drive and Nikau Palm Road. Transit will also build on and off-ramps for vehicles entering and exiting the highway.

In the last five years there have been 54 reported crashes in the vicinity of this intersection and the traffic volume is increasing. Construction will take about one year.

May 2004 update

Construction of the new road began in June 2003. Work was suspended in late 2003 following discovery of unexpected ground conditions. This was lifted prior to Christmas and bridge construction restarted in January. The project is expected to be completed by Christmas 2004, with a winter shut-down likely.

- *SH1 MacKays Crossing improvements*

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on State Highway 1, 1.3 km north of Paekakariki.

Transit is proposing to construct a 120m-long bridge over the railway line at MacKays, straighten the road about 1 km south of the railway crossing, and build new accesses to Queen Elizabeth II Park and Whareroa Farm.

The project allows for a connection from this new stretch of highway to the proposed Transmission Gully Motorway alignment to be built in the future.

May 2004 update

Tenders close 22 June 2004 and the contract is expected to be awarded in August 2004. As it is a design and build contract, a construction start date will be dictated by the contractor. The project is, however, expected to begin before the end of the year. All property now purchased.

- *SH1 Plimmerton to Paremata upgrade*

This major project will help ease delays and congestion as well as improve safety and local access on State Highway 1 from Plimmerton to Paremata.

The improvements include building a duplicate bridge at Paremata, modifying the Paremata roundabout and building a new roundabout north of Plimmerton. Clearways will be created along Mana Esplanade with five sets of traffic lights will be installed along St Andrews Road and Mana Esplanade. Transit will also provide four lanes north of Acheron Road to the new section of four-lane highway between Pukerua Bay and Plimmerton.

May 2004 update

All physical works are now underway, with work in Mana Esplanade commencing in August 2003. The duplicate bridge was completed prior to Christmas and work is now underway to construct the bridge approaches. This is expected to be completed in June 2004.

The following key activities are currently being carried out:

- Service relocation and property modification work along Mana Esplanade and St Andrews Rd
- Construction of replacement sewer pump station at Paremata roundabout
- Construction of retaining wall around Goat Point
- Replacement of Plimmerton pedestrian overbridge
- Pavement construction opposite Plimmerton weigh station
- Construction of Paremata Bridge approaches.

- *Transmission Gully motorway*

The Transmission Gully motorway is a proposed alternative northern gateway for Wellington. This route would stretch inland from Linden to MacKays Crossing. The motorway would relieve the current and increasing volume of traffic on the existing State Highway 1 route as well as improve safety.

May 2004 update

Transit is continuing planting along the motorway corridor in anticipation of construction to mitigate any adverse environmental effects associated with large earthworks, and as a condition of the designation. A further 40,000 native plants were planted during August/September 2003. Small infill planting will be done in winter 2004.

The State Highway Plan indicates this is a potential project as more investigation is needed and funding is not clear.

Work to review the construction cost estimate was completed in March 2004. A cost of \$830m was reported. A multi-modal review of the Western Corridor (short, medium and long term requirements) is to commence in July 2004, with completion in late 2005.

Porirua City Council

- *Transmission Gully*
Participation in Western Corridor sub Committee
Promotion of Benefits of Transmission Gully to Porirua City, and their inclusion in benefit of cost calculations.
- *Waikanae electrification package*
Supporting GWRC submission to TrackCo to commence this project at an early date.

Greater Wellington Regional Council

- *Waikanae electrification package*
GWRC has sought an early start on the Waikanae electrification package once TrackCo is operational. The package includes extending electrification to Waikanae, providing new stations and car parking at Lindale and Raumati, and making Waikanae station a terminal point with additional parking.
- *Improve bus/rail connections at Porirua Station*
GWRC and Porirua City Council are together reviewing options for the bus/rail interchange. This links into the work Porirua City Council is doing on a “promenade walk” from the station through the city.

(ii) Hutt Corridor

Transit New Zealand

- *SH2 Te Marua curves improvements*
This project is aimed at improving safety over a windy, hilly, 1.2km-long section of highway just north of Upper Hutt.

May 2004 update

The applications for non-notified resource consent and designation have been confirmed. Design and property purchases are in progress.

- *SH2 intersection improvements & SH58 summit four-laning*
To improve safety at the intersection of State Highway 2 with State Highway 58, Transit is proposing to build a full interchange (similar in layout to the Porirua Mungavin Interchange) and realign and upgrade a 5km length of State Highway 58 to four lanes with a median barrier.

This project addresses the poor crash record on the section of State Highway 58 from the Dry Creek Quarry to Harris Road.

May 2004 update

Appeals have been lodged against the resource consents and notices of requirement for the four-laning. Transit is working to resolve these. Intersection improvements are clear of appeals.

- *SH2 Dowse to Petone upgrade*

The Dowse to Petone Upgrade is aimed at reducing delays and improving safety along this section of highway.

The proposed improvements include building an overbridge at the Korokoro Intersection (connecting the Western Hills with Hutt Road) and an interchange at the Dowse Drive intersection (connecting Dowse Drive and Hutt Road via a roundabout raised over the highway). It also includes altering the Petone Park and Ride facility and minor safety improvements to the highway between the existing intersections.

May 2004 update

All appeals have now been resolved. Design work is complete. A number of properties are still to be acquired and compulsory acquisition may be necessary for some of these. These should not prevent a funding application for this in late 2004.

Hutt City Council

- *Valley Floor connector*

Hutt City Council is currently investigating the ability of its local road network to provide better accessibility to SH2. Problems accessing SH2 have been frequently cited by the Gracefield/Seaview Business Communities and it is seen as vital to the economic well being of the Hutt Valley that significant improvements are brought about. Both the Dowse and Melling proposed grade separations have been included in the analysis which also examines the ability of new links and upgrades to the key components of the local network to relieve traffic levels on the Esplanade.

A significant proportion of local industries within Lower Hutt have been questioned on existing vehicle fleet sizes, delivery and operational profiles and route choice information. This has assisted in understanding current vehicle movements and delivery patterns.

Use has been made of the Hutt Traffic Model for modelling future scenarios with initial results showing the relative insensitivity of new measures and intersection upgrades to reduce traffic on the Esplanade.

The final study report recommends that the preferred option is the construction of a valley floor connector on the Wakefield St/Railway Corridor alignment. However, a low benefit of cost ratio of 1.4 means that it is neither economically viable nor affordable in the current funding environment. It is therefore recommended that this option be part of the long term strategy for Hutt City. The option is dependent

on the agreement of the rail corridor owner and the ultimate replacement of the Ava Rail Bridge with a shared rail/road bridge.

The report recommends that a further study be undertaken to identify interim traffic management measures that could be put in place following the construction of the Dowse Interchange. This further study will be undertaken in the 2004/2005 year.

Council has not yet formally considered the Valley Floor Connector Study report. It will be formally considered following completion of and in conjunction with the interim traffic measures report in 2004/2005.

Upper Hutt City Council

- *Totara Park Bridge widening*

A review of the project has shown that the growth projections upon which the justification for the project was based cannot be substantiated by current trends and therefore the project has been cancelled. We will continue to monitor growth trends.

Greater Wellington Regional Council

- *Upper Hutt Railway Station*

GWRC and Upper Hutt City Council are reviewing the Upper Hutt railway station and the surrounding area as part of the Upper Hutt City Council review of the city centre.

(iii) Wairarapa Corridor

Transit New Zealand

- *SH2 Waiohine Bridge replacement*

Transit has been working closely with South Wairarapa District Council, Carterton District Council and Greater Wellington on a scheme to replace the narrow bridge that stretches over the Waiohine River north of Greytown.

May 2004 update

Approval has now been given to proceed with this project. All non-notified designation and resource consents have been obtained, although Transit is seeking two minor amendments to the conditions. The cost-sharing agreement with Greater Wellington Regional Council and the two district councils has now been signed off.

Design of the bridge and approaches as well as the preparation of the contract and tender documentation has been substantially completed. Transit will seek funding in the next two months with construction programmed to begin early in the new financial year.

- *SH2 Rimutaka corner easing*
This project includes straightening several tight bends in the highway about 500-metres south of Rimutaka summit. Heavy vehicles regularly cross the centre line at this site.

May 2004 update

The Transit Board has approved a scheme to provide a 60km/h speed environment along this section of the highway. The professional services contract has been awarded to Opus International which will progress obtaining resource consents and designation. Expected date for lodgement is June 2004.

- *SH2 Kaitoke realignment*
The \$14.2 million Kaitoke realignment is aimed at improving safety, traffic flow and driver comfort along a 5.5km stretch of State Highway 2 over Kaitoke Hill, north of Upper Hutt. The existing highway, which has a crash rate twice the national average for this type of highway, has many corners, sharp bends, dips and rises as well as limited sight distance along the road.

May 2004 update

Construction of the new road began in late October 2002. Work is well underway and expected to be completed by Autumn 2005.

(viii) Ngauranga to Wellington

Transit New Zealand

- *SH1 Wellington Inner City Bypass*
The Wellington Inner City Bypass involves altering and redefining existing roads and building 700 metres of new road, to provide two, one-way, two-lane roads between the Terrace Tunnel and Basin Reserve in Wellington, with dedicated turning lanes and a 50 km/h speed limit. A new footpath and cycleway is to be built alongside the route as well as extensive landscaping.

The bypass will provide a safer and more efficient route between Wellington hospital, airport, southern and eastern suburbs, and the northern gateway to the city.

May 2004 update

Construction funding was sought and approved early this month. Transit is currently calling for tenders with construction likely to begin in October. Another appeal has been lodged in the High Court regarding the Environment Court's decision on when the project's designation lapsed. Transit is currently seeking legal advice as to whether this will affect the start date of the project.

3.2 Reporting against objectives, policies and performance indicators

(i) Accessibility and economic development

Porirua City Council

- *New bus stops*
Kenepuru Drive (for Viard College Students)
Ranui Heights
Cannons Creek
- *New bus shelters*
Titahi Bay Road (Takapuwahia)
Discovery Drive
Calliope Crescent
James Cook Drive
Omapere Street
Prosser Street
Spinnaker Drive
Joseph Banks Drive
Mungavin Avenue
- *Lighting improvements to bus shelters*
Porirua Station

(ii) Safety

Transit New Zealand

Work on Cobham/Calabar Roundabout near Wellington Airport has been completed. The improvements, which involved adding an extra lane to the eastern side of the roundabout, are aimed at increasing road users' safety and lowering the risk of accidents.

Transit has installed safer provision for cyclists under SH1 Waikanae rail overbridge which has been, until now, a particularly narrow and unfriendly spot. The works involved sealing a slightly raised path for cyclists northbound and widening the shoulder southbound and was consulted with the Kapiti group of Cycle Aware during design. At the same time Transit installed highway lighting through the same area for the benefit of all road users.

Tenders are currently being called for to replace the existing steel median on Ngauranga Gorge with a reinforced concrete barrier. The contract also included installing gates on both SH1 Ngauranga and SH2 Ngauranga to Petone. These can be opened in emergencies so traffic can be diverted on to other lanes.

The footpath along SH2 near Petone Bowl will soon be converted into a shared cycle and pedestrian facility. The wide pavement along this section of SH2 has been marked with the appropriate lines and symbols while parking is no longer permitted.

Hutt City Council

- *03/04 minor safety works programme*
Council has allocated budgets totalling \$245,000 in 2003/04 for these works which include pedestrian crossings, kea crossings, local area traffic management and geometric & intersection improvements. A tender has been accepted for these works which will begin in April 2004.
- *Lighting safety improvements*
Council has allocated budgets totalling \$230,000 in 2003/04 for these works which include upgrading of main roads, minor roads & pedestrian accessways. The works are currently underway.
- *Barrier improvements*
Council has allocated budgets totalling \$85,000 in 2003/04 for these works. Design work is completed & works are planned to begin in April 2004.
- *Cycleway improvements*
Council has allocated \$100,000 in 2003/04 for these works. Works are 80% complete.
- *2003/04 HCC road safety programme*
Council has allocated \$110,000 in 2003/04 for these works. Projects are being delivered spread over the financial year.

Porirua City Council

- *Road safety programme 2003/2004:*
 - Corner control
 - Taniwha (child pedestrian)
 - Supporting teenagers
 - Learner licence training
 - Code Red
- *Minor safety works (2003/04)*
 - Castor local area traffic management (including Fantame calming)
 - Ngatitua School intersection improvements.
 - Speed Hump Te Motu Road
 - Belmont Rd corner (sight distance) improvements
 - Kerb extensions, Piko St, steps to footpath
 - Traffic Calming Richard & Wanake
 - Motuhara Road traffic calming
 - Traffic island – Tweed Road / Papakowhai Road

Road accident investigation team - investigating a number of frequent accident sites – report nearing completion

Road safety community consultation committee

Construction of Iveys Bay underpass

Intersection improvements Titahi Bay Road / Te Hiko Street

Street lighting upgrading programme

Amenity lighting upgrading programme.

(iii) Network balance

Porirua City Council

Investigation into connections to Transmission Gully from Porirua

Network city centre traffic study – in final consultation phase

Integrated transport city - study wide

Land Transport Safety Authority, Wellington Regional Office

New Zealand Region Road Toll at 4 May 2004

REGION	2002	2003	2004
Northland	27	33	11
Auckland	74	81	35
Waikato	53	79	23
Bay of Plenty	23	52	10
Gisborne/Hawkes Bay	13	33	7
Taranaki Region	10	10	4
Manawatu/Wanganui	22	31	10
Wellington	16	34	9
Nelson/Marlborough	18	15	9
West Coast	11	5	2
Canterbury	40	52	19
Otago	10	21	8
Southland	18	15	3
NEW ZEALAND	335	461	150

WELLINGTON REGION	2002	2003	2004
	Total	Total	Total
Kapiti Coast	6	3	1
Porirua	3	1	3
Upper Hutt	0	4	1
Lower Hutt	6	7	0
Wellington	4	8	2
Masterton	0	5	2
Carterton	3	2	0
South Wairarapa	2	4	0
Total	24	34	9

Wellington Region Casualties (by type) at 3 May 2004

Casualty Types	
Drivers	5
Passengers	3
Motor Cycle Riders	-
Pedestrians	1
Pedal Cyclists	-

Casualty Ages	
0-14 years	-
15-19 years	4
20-24 years	1
25-39 years	1
40-59 years	1
60+ years	2
Unknown	-

- *Safer routes*

The safer routes programme is one of the implementation initiatives within the *Road Safety to 2010* strategy. The 2010 strategy has been designed to improve safety on our roads, aims to reduce road fatalities to 300 per year, and to significantly reduce road trauma. The strategy aims to improve the safety of all road users, including vulnerable road users such as pedestrians and cyclists.

The safer routes programme is a community-based means of addressing identified cycling and pedestrian safety problems. The programme is being developed to give safer access to the road network in communities where pedestrians and cyclists are shown to be at high-risk of injury and to ensure sustained delivery of projects over the decade.

Aim

The primary aim of safer routes project is to reduce injury and improve the safety of cyclists and pedestrians in areas where they are at high-risk of injury.

Objectives

The overall objective of safer routes is to involve local authorities and other relevant agencies and community groups in:

- identifying cyclist and pedestrian road safety problems, and
- developing and implementing strategies based on engineering, education and enforcement interventions to address the identified problems.

For further details contact:

Jane Mitchell
Safer Routes Co-ordinator (04) 9318863
Jane.mitchell@ltsa.govt.nz

- *Speed cameras – anywhere, anytime*
As part of the government's new enforcement package to help reduce the road toll, speed cameras are now operating anywhere, anytime, across the country.

Speed camera signs have been removed and since Easter speed cameras have been used anywhere, anytime, in areas where speed puts lives at particular risk.

The change in approach is part of new measures to help achieve the *Road Safety to 2010* strategy targets of no more than 300 deaths and 4,500 hospitalisations annually by the year 2010.

Speed enforcement is one of the most effective means of saving lives and preventing serious injuries on our roads. A driver is twice as likely to be involved in a fatal crash travelling at 120 km/h, than at 100 km/h.

The aim of anywhere, anytime speed cameras is to encourage people to drive within the speed limit wherever they are travelling – not just in areas where they know there are speed camera zones. Currently some drivers slow down when they know they are approaching a fixed speed camera site, but speed up again afterwards.

The perception that a camera may be encountered at any point along the road will encourage drivers to stick to the speed limit over the whole journey.

- *If you're prepared to speed, be prepared to kill*
LTSA has recently launched a new advertising approach to road safety advertising as the LTSA moves to build on the highly successful advertising campaign that has been operating since 1995.

Up until now, realistic road safety advertisements have been aimed at offenders. They have mostly shown offences being committed and the consequences for the offender.

However the people who continue to commit these offences are becoming harder to reach as their numbers get smaller.

Our approach to road safety advertising reflects the sentiment that persistent offenders might listen to their partner, their family, their friends, their workmates or their community.

That's why the new LTSA/Police approach aims to build support from New Zealanders for a change in behaviour from dangerous drivers who put the rest of us at risk.

While the objectives of the new advertising campaign is to help save lives by stopping dangerous behaviour on the roads – the LTSA would like to see stronger community ownership and rejection of dangerous behaviour such as speeding.

The advertising will have a new manner and style focusing on facts, figures and physics, the impact of speeding on victims, families and communities, emotion and rationality, credibility and personality.

You will see science and trauma experts talking about things such as the effect of speed, and more real people talking about how their lives have changed.

- *Up2Scratch – public education initiative*

Some New Zealanders think they know the road rules inside out. Just how well will be revealed by the LTSA's new nation-wide education initiative, *Up to Scratch*.

Whenever drivers and vehicle owners receive a vehicle registration form, or a new driver licence, or when their vehicle passes its warrant of fitness, or they buy a new vehicle, they will receive a copy of the *Up to Scratch* brochure — an innovative new 10 question test of their driving knowledge.

Up to Scratch is part of the government's 'three E' approach to tackling road safety. Education, engineering and enforcement activity is crucial if New Zealand is to meet its *Road Safety to 2010* goal of reducing the road toll to no more than 300 deaths and 4,500 hospitalisations each year by 2010.

The educational outcome of taking the 10 question scratch test is immediate — the scratched panel tells the participant whether they are right or wrong.

Up to Scratch is not a compulsory driver licence test. It's a voluntary and easily accessible way of keeping road code knowledge up to scratch.

- *Speed limit rule transfer to road controlling authorities*

Speed limit setting now falls under the umbrella of road controlling authorities (RCAs) after the speed limits setting rule came into effect earlier this month on 5 April 2004.

Previously the situation involved a complex set of procedures and structures that have been simplified under the rule.

- The rule does not change the *policy* and *method* for calculating speed limits – this remains the LTSA's responsibility. Nor does it

affect the enforcement and fines imposed on road users who break speed limits.

- The standard speed limits of 50 km/h in urban areas and 100 km/h on open roads remain – they will not go any higher. Local authorities will be able to put in place a variable speed limit past schools if they believe the existing conditions are unsafe – but only if certain criteria are met. The speed limit can change during peak pedestrian times.
- All minimum and variable speed limits must be approved by the LTSA which also has the power to overturn speed limit changes if there are breaches of the rule and safety implications. These will be picked up during monitoring and auditing carried out by the LTSA.
- *Community road safety programme 2004/2005*
Applications for funding community based road safety initiatives 2004/2005 have been received from all local authorities in this region.

The process of evaluating these applications is well in hand with decisions on final allocations scheduled to be confirmed in early June.

- *Wellington City bus interchange*
Discussions with Wellington City Council on a number of proposals to improve safety in the vicinity of the bus interchange continue.

Greater Wellington Regional Council

- *Road safety week*
A promotion campaign aimed at raising the awareness of drivers to give space to cyclists was launched on 7 February 2004. The campaign used various media to get this important message across to the public, including regional and local newspaper advertising, radio advertising, bus advertising and bus shelter advertising. Successful activities were also run by the road safety coordinators in all of the local authorities where resources such as car stickers, posters, flyers and helium balloons were distributed. A post-campaign survey indicated that the week was a success. Results indicated that:
 - 12% of motorists were able to spontaneously recall the campaign.
 - After prompting, this figure rose to 46% of motorists who could remember the campaign.
 - 33% of motorists were aware of the core message and 2/3 of these respondents could recall elements of the “don’t burst their bubble” slogan verbatim.

(iv) Sustainability

Porirua City Council

- Scoping transportation network review of Porirua City
- Aotea Block connections to transport network
- Review of city centre transportation network to form long term view for network connections
- Cycleway through Pukerua Bay
- Cycleway Bridge, Pukerua Bay
- Cycling / Walking promotion brochure
- Organisation of events for and promoting national cycle week

Transit New Zealand

- Transit is providing safer walking/cycling routes along state highways – both as an integral part of highway improvement projects and as stand-alone projects for key sections of highway.
- *Cycle facilities include:*
 - SH1 Wellington Inner City Bypass – combined footpath/cycleway
 - SH2 Kaitoke to Te Marua realignment - a shared underpass at the Kaitoke incline and wider shoulders along the road for safer cycling
 - SH1 Plimmerton to Paremata upgrade – underpasses at Paremata Bridge abutments
 - Incorporation of cycle lanes into the Lindale intersection improvements
 - Incorporation of cycle friendly facilities into the MacKays Railway Overbridge project
 - Waiohine Bridge – shoulders widened to better accommodate cyclists
 - Funding requests for three further cycle projects included in the three-year plan have been brought forward. These are at Kapiti on SH1 (including the cycle path beneath Waikanae rail overbridge), improved pedestrian/cycling facilities at several intersections in the Hutt Valley on SH2 and new cycle facilities in Masterton.
- *Pedestrian facilities include:*
 - SH 1 (Pukerua Bay) Teihana Rd overbridge – investigation underway
 - SH1 Plimmerton to Paremata – traffic signals include pedestrian facilities, walkways provided under Paremata Bridge abutments,

footpath on existing Paremata Bridge widened, new footpaths from James St north to the Plimmerton roundabout and along the James St and Ulric St extensions.

- SH1 Wellington Inner City Bypass – combined footpath/cycleway included

3.3 Other issues

Porirua City Council

Public transport

- Working with Mana Coach Services on revised bus routes
- Infrastructure for new bus routes, Ranui Heights and Cannons Creek

4. Communications

There are no relevant communication matters.

5. Recommendation

That the report be received.

Report prepared by:

Report approved by:

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