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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 were two appeals to this decision, which were heard in the High Court in March 2003. The appeal was upheld in part (four of the nine points) with the matter referred back to the Environment Court. A further hearing, held in July, dismissed the appeals.

February 2004 update

Three appeals against the Environment Court decision have been lodged with the High Court. A hearing date for these is yet to be confirmed.

- *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.

February 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 2004. The project is expected to be completed by Christmas 2004.

- *SH1 MacKays Crossing improvements*

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on State Highway 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.

February 2004 update

The State Highway Plan indicates that construction will commence on this project during the 2003/04 year, however, property purchase has delayed the start of the tendering process.

- *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 Plimmerton and Pukerua Bay.

February 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.
 - 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.

February 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 and 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 is programmed for completion in March 2004.

Kapiti Coast District Council

- *SH1 Western Link Road*

The appeals against the WLR designation were heard by the Environment Court (decision 4 July 2002). The Environment Court decision was appealed to the High Court (decision 4 April 2003) who quashed the decision and returned it to the Environment court for further consideration. The second Environment Court decision (30 July 2003) has again been appealed to the High Court. A date has yet to be set for the hearing by the Court with procedural matters being dealt with at present.

Greater Wellington Regional Council

- *Urban Rail Capital Improvements*

Toll Holdings, the major shareholder of Tranz Rail Ltd, have decided to continue being the operator of Tranz Metro Wellington passenger services. GWRC are working with Toll to produce a ten year business plan which will detail capital expenditure over that period.

(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.

February 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.

February 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.

February 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.

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 BCR 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.

Greater Wellington Regional Council

- *New Hutt Bus Services*

The improved bus services in the Hutt Valley showed a 26% increase in passengers on a year to year comparison for the first full month of operation. It is too early to judge if this increase is sustainable.

- *Petone Station and Refurbishment of Upper Hutt Station*

The new Petone Station and the associated bus bays and turn around area is now completed. The station will be finally opened with a ceremony on 3 March 2004. The station building is owned by GWRC.

The new Tranz Metro Wellington ten year business plan should provide for the refurbishment of Upper Hutt Station.

(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.

February 2004 update

Approval has now been given to proceed with this project and Transit is in the process of obtaining Resource Consents and progressing Land Purchase Agreements. The cost-sharing agreement with Greater Wellington Regional Council and the two district councils will be signed shortly.

On-site geotechnical investigations were completed in January. The State Highway Plan indicates this project will be designed in this financial year (2003/04).

- *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.

February 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 who will progress obtaining resource consents and designation. Expected date for lodgement is April 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.

February 2004 update

Construction of the new road began in late October 2002. Work is well underway and expected to be completed by Christmas 2004.

Greater Wellington Regional Council

A proposal to provide a log freight transfer station (road to rail) in the Wairarapa has been submitted to Transfund New Zealand as an alternative to roading project (ATR). ATR projects are required to be submitted through the Regional Council.

(iv) Porirua to Hutt Valley

Nothing to report.

(v) Ngauranga to Wellington CBD

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.

February 2004 update

In December 2003, the High Court found in Transit's favour in relation to appeals against the NZ Historic Places Trust authorities.

The review against the Government's New Zealand Transport Strategy, and the provisions of the Land Transport Management Act was also completed pre-Christmas. Transfund have advised some further conditions that will need to be met before funding can be sought.

The State Highway Plan provides for an immediate start on the project with funding available from 2003/04 onwards. However, it is unlikely a substantive start will be made this financial year.

(vi) Wellington South to Airport

Nothing to report.

(vii) Totara Park Bridge Widening

Upper Hutt City Council

This project will not be continuing as a review of projected growth does not support a current need. We will continue to monitor usage.

(viii) River Rd Transportation study

Upper Hutt City Council

Nothing to report.

(ix) Transmission Gully

Porirua City Council

- Participation in Western Corridor sub Committee.
- Promotion of benefits of TG to Porirua City, and their inclusion in B/C calcs.
- Initial meeting with GWRC officers to determine how benefits to Porirua network of TG could be of value. Participation in Transit NZ Cost Estimate Risks Workshop.

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
- *Lighting Improvements to Bus Shelters*
Porirua Station

Greater Wellington Regional Council

Further south to north bus lane improvements have been made by Wellington City Council through the Wellington CBD, with funding assistance from GWRC. In particular a day time right turn restriction has been placed on the Dixon Street/Victoria Street intersection for vehicles other than buses this reducing other traffic flow on this bus route. A bus first signal on Dixon Street at the Cuba Street pedestrian crossing lights has allowed buses to cross to the right lane from the Dixon Street bus stop without being delayed by other traffic.

(ii) Economic Efficiency

Nothing to report.

(iii) Affordability

The Government announced a transport package in December 2003 which included additional regional funding. Wellington Region will gain \$202m over ten years from proposed increases in petrol tax and road user charges that come into effect in April 2005. This extra funding closes Wellington's transport funding gap and will allow some project timing to be advanced. However, a shortfall of some \$100m over 10 years still remains.

(iv) Safety

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, LATM and geometric & intersection improvements. Contracts have been advertised in January 2004 for these works.
- *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 currently underway.
- *Cycleway improvements*
Council has allocated \$100,000 in 2003/04 for these works. Works are currently underway.
- *2003/04 HCC Road Safety Programme*
Council has allocated \$110,000 in 2003/04 for this programme. 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 LATM (including Fantame calming)
 - Ngatitua School intersection improvements
 - Speed Hump Te Motu Road

- Belmont Road Corner (sight distance) improvements
 - Kerb extensions, Piko Street, Steps to highlevel footpath
 - Traffic Calming Richard & Wanake
 - Motuhara Road Traffic calming
- *Additional Minor Safety Works (2003/04)*
 - Grays Road corner improvements.
 - Additional speed hump, Beach Road (Titahi Bay), and poles in footpath by humps.
 - Speed Hump Takatai Road.
 - Traffic Calming Tavern Lane.
 - Speed Humps, Crossings, Astrolabe (shops).
 - Traffic Calming Tireti Rd (either side of South Beach Access).
 - Speed platforms either end of Pauatahanui Village.
 - Pedestrian (facility) Beach Road Plimmerton.
 - Pedestrian facility, Papakowhai steps/bridge.
 - Traffic calming Penryn Drive.

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.

Land Transport Safety Authority, Wellington Regional Office

New Zealand Region Road Toll at 10 February 2004

REGION	2000	2001	2002	2003	2004
Northland	40	25	27	33	4
Auckland	59	54	74	81	15
Waikato	80	62	53	79	11
Bay of Plenty	31	37	23	52	1
Gisborne/Hawkes Bay	26	18	13	33	3
Taranaki Region	12	12	10	10	0
Manawatu/Wanganui	34	38	22	31	0
Wellington	27	27	16	33	2
Nelson/Marlborough	9	9	18	15	4
West Coast	3	16	11	5	0
Canterbury	29	37	40	52	4
Otago	16	21	10	21	2
Southland	9	12	18	15	1
NEW ZEALAND	375	368	335	460	47

Wellington Region Road Toll at 10 February 2004

WELLINGTON REGION	2000	2001	2002	2003	2004
	Total	Total	Total	Total	Total
Kapiti Coast	7	10	6	2	0
Porirua	7	2	3	1	1
Upper Hutt	2	0	0	4	1
Lower Hutt	3	6	6	7	0
Wellington	6	6	4	8	0
Masterton	1	2	0	5	0
Carterton	3	1	3	2	0
South Wairarapa	3	3	2	4	0
Total	32	30	24	33	2

Wellington Region Casualties (by type) at 9 February 2004

Casualty Types	
Drivers	3
Passengers	2
Motor Cycle Riders	1
Pedestrians	-
Pedal Cyclists	-

Casualty Ages	
0-14 years	1
15-19 years	3
20-24 years	1
25-39 years	1
40-59 years	-
60+ years	-
Unknown	0

- Safety Management Systems (SMS) – Wellington Region*

A safety management system ensures safety is considered in decisions about construction, maintenance and management of the road network. This assists in the achievement of targets and goals identified in the national and local road safety strategies. Through SMS, road management procedures will be consistent and efficient, and provide a method of managing the road network to improve safety. To date LTSA is working with Kapiti Coast District Council, Porirua City Council and Upper Hutt City Council to assist them to implement a SMS.
- Safe Driving Policy for Fleet Operators*

LTSA, in conjunction with ACC and OSH, conducted a workshop attended by representatives from local authorities, Health Boards, and Parliamentary vehicle services on the Safe Driving Policy resource.

The LTSA, ACC and OSH and Insurance Council of NZ is encouraging organisations that have vehicle fleets to adopt and implement safe driving policies by promoting a booklet called “Your Safe Driving Policy”. The booklet provides practical ideas for safe driving initiatives, looks at incentives to ensure safe driving and

provides a sample policy. A safe driving policy is about having systems and policies in place to prevent crashes and protect staff. New Zealand organisations that have operated their vehicle fleets on sound safe driving policies can prove that this has halved the cost of at-fault crashes and resulted in significant savings to the company as well as contributing to the safety of their employees.

Booklets are available from the LTSA Regional office or on the LTSA website at www.ltsa.govt.nz.

- *Strait Road*
A copy of the final issue of the Strait Road is attached (**attached separately**). This publication highlights some of the road safety education initiatives being undertaken in communities in the region.
- *Safety Improvements in Wellington Region*
LTSA Wellington regional staff contributed to on-site discussions concerning opportunities for improvement at a State Highway intersection in Kapiti (Otaihanga) reviewed proposed improvements to three State Highway intersections (Cobham Drive/Calabar Road roundabout – formal review; Cobham Drive/Evans Bay Parade signal controlled intersection and Cobham Drive/Tory Street roundabout – both informally with Wellington City Council consultant as part of their Safer Roads project) and undertook a safety review of the new bus interchange in Wellington. Comments from WCC to the LTSA report are awaited.
- *Speed Taking Too Many Young Lives*
Attachment 1 is a media release from LTSA national office noting a national trend that is also evident in the Greater Wellington region. LTSA Wellington region office are advising people to be aware of the trend and working with road safety partners to address the situation at an early time.

Transit New Zealand

- Work is about to begin on the Cobham/Calabar Roundabout near Wellington Airport in a bid to reduce the number of collisions (44 in the past five years) which occur there. The improvements, which involves 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 is currently installing safer provision for cyclists as they ride along SH1 under the Waikanae rail overbridge. This has been, until now, a particularly narrow and unfriendly spot for them. 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 is installing highway lighting through the same area for the benefit of all road users.

(v) Sustainability

Porirua City Council

- Plimmerton – Pukerua Bay Cycleway/footpath, Stage 1 opened April 2002, This project won the ‘Best Cycle Facility Project’ Award at the Cycling Advocates Network’s Cycle-Friendly Awards.
- 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 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 routes included in current projects include:*
 - SH1 Wellington Inner City Bypass.
 - 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.
 - Incorporation of cycle lanes into the Lindale intersection improvements.
 - Funding requests for three further cycle projects included in the 3-year plan have been brought forward. These are at Kapiti on SH1 (including a cycle path beneath the Waikanae rail overbridge), improved pedestrian/cycling facilities at several intersections in the Hutt Valley on SH2 and new cycle facilities in Masterton.

(vi) Network Balance

Porirua City Council

- Investigation into connections to Transmission Gully from Porirua network.
- City Centre Traffic Study – in final consultation phase.
- Integrated Transport Study – City Wide.

3.3 Other Issues

Upper Hutt City Council

Review of commuter carparking has been commissioned to provide a basis for a development program

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:

Report approved by:

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Attachment:

1. Speed taking too many young lives media release from LTSA
2. Strait News newsletter produced by LTSA (attached separately)