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Report to the Regional Land Transport Committee
From Tony Brennand, Manager, Transport Policy

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 of the implementing agencies of 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 which includes building a parallel route to State Highway 1, between Peka Peka (north of Waikanae) and Poplar Avenue (at Raumati).

August 2002 update

In June 2002, the Environment Court upheld its decision confirming the designation. However, two appellants (the Waikanae Christian Holiday Park and Takamore Trustees/Te Ati Awa ki Whakarongotai) have

appealed this decision, and the case will be heard by the High Court. No date has been set for this hearing yet.

- *SH1 Hadfields Road to Peka Peka Road improvements*

The first stage of these improvements, currently under way, includes straightening the road at this site and providing two right-turn bays. The second stage will be carried out in the future when the highway is upgraded to four lanes.

August 2002 update

Construction began last year. Due to a wet winter, progress has been slow. The work is expected to be completed a little later than expected, in September 2002.

- *SH1 Otaihangā Road intersection improvements*

While a number of small improvements have been undertaken at the intersection over the last five years, there is still a high crash rate history. Transit initiated detailed investigations to find whether any further improvements would be feasible and appropriate. A peer review and safety audit was carried out on the scheme assessment.

August 2002 update

Transit has decided it is inappropriate to proceed with developing this scheme at present, when the four-laning of the Western Link Road (see above) has not been finalised. The Western Link Road would bypass this intersection.

In the meantime, Transit is looking at whether there are minor safety improvements that can be carried out at this intersection.

- *SH1 Lindale to Nikau Palms Drive*

This project includes building a \$2.4 million underpass linking two side roads and providing on and off ramps for the highway, just north of Paraparaumu.

This interchange would cater for vehicles coming in and out of the Lindale tourist complex. The existing entrance on to State Highway 1 would be closed once construction is complete.

August 2002 update

Design is now complete. Hearings on the Notice of Requirement and Resource Consents for this project are being held 2 August 2002.

- *SH1 MacKays Crossing improvements*

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on State Highway 1, 3km north of Paekakariki.

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

Transit would also build a connection from this new stretch of highway to the proposed Transmission Gully alignment, in the future.

August 2002 update

The commissioners gave a positive recommendation on designation and resource consents. Two appeals have been received on the designation. A pre-hearing conference is being held at the end of August to decide on the future direction of these appeals.

- *SH1 Paekakariki Beach Road intersection*

Transit recently completed \$200,000 improvement project at this intersection. This work included widening and lengthening the left-turn lane into Beach Road from State Highway 1, installing overhead lighting at either side of the intersection, improving road markings and reshaping the main traffic island.

In the past five years, seven of the 20 accidents reported in the vicinity of this intersection involved collisions with vehicles turning right out of Beach Road being hit by vehicles travelling northbound on State Highway 1.

Transit and the Kapiti Coast District Council are investigating long-term options to improve safety for drivers leaving and entering Paekakariki. These options include improving the Beach Road and Ames Street intersections and providing alternative accesses. This strategy study is only an investigation of options.

August 2002 update

Transit is awaiting a report on the investigation of long-term options for improvement of this intersection. Once this is received, Transit and Kapiti Coast District Council will advise the local community about the long-term options, and hold workshops to receive feedback.

- *SH1 Plimmerton to Paremata upgrade*

This major project will help ease delays and congestion, and 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, and 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.

August 2002 update

Construction of the first part of this project, the duplicate Paremata Bridge, began July 2002. All going to schedule, the new bridge should be completed late 2003.

Transit expects to apply for funding shortly, to carry out improvements to the northern section of this project (north of James Street to the vicinity of the Plimmerton Weighstation).

Transit is also continuing detailed design and land negotiations for improvements to the urban section (south of James Street to the Paremata Bridge and Paremata Roundabout).

- *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, and improve safety.

August 2002 update

Transit now owns 19 of the 63 properties along the route.

Transit is carrying out planting along the motorway corridor in anticipation of construction, to avoid any adverse environmental effects associated with large earthworks, and as a condition of the designation. A total of 44 hectares are being planted. In 2001, part of an area behind the Pauatahanui Golf Course was planted with 5,000 plants. Transit awarded a plant supply contract late 2001 to finish planting this area and begin planting two blocks behind Whitby with 40,000 plants. These are expected to be planted late 2002.

Work is also proceeding on the resolution of outstanding appeals to the designation.

The route has recently been surveyed using aerial laser technology. Transpower bought a Russian company named Opten to New Zealand in January to carry out a national survey of their transmission lines, and Transit took this opportunity to have an aerial laser survey of the route done.

This survey will help decide the best alignment for the motorway, obtain a more accurate design of the road, and to refine the cost of the project.

Wellington Regional Council

- *Increases in rail feeder services*

All Kapiti Coast main bus services out to tender. Frequency of links to Paraparaumu Station stay the same with the exception of Waikanae where the service frequency increases from hourly to half hourly.

Wellington City Council

Nothing to report.

Porirua City Council

Nothing to report.

Kapiti Coast District Council

Nothing to report.

(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.

August 2002 update

Transit has recently finished geotechnical testing of the surrounding area and a detailed survey of the water main. Transit is currently negotiating with one property owner regarding quantity of land required for the designation. Following this, Notices of Requirement and resource consents will be undertaken.

- *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.

August 2002 update

The Notice of Requirement has been lodged and notified, and approximately 30 submissions were received. The commissioners hearing was held in October 2001, and the recommendation was that the designation be confirmed. Twelve appeals have been received.

Transit is currently working through these appeals to try and come to a resolution. Transit has also applied to Transfund for design funding, and expects to hear back shortly whether this has been approved.

Wellington Regional Council

- *Increase rail feeder services*

A set of proposals is about to be released to the public for consultation as part of the review of Hutt Valley bus services. Once these proposals are refined further through the consultation process, they will go out to tender for implementation in March/April 2003.

- *Refurbish Upper Hutt and Petone railway stations*
Hutt City Council has agreed to own the new Petone railway station on condition that the Regional Council takes ownership as soon as it is legally capable of doing so. Currently ownership issues relating to the station site are being resolved. As soon as this is finalised tenders will be called for the new Petone station building.
- *Improve quality of rail services between Masterton and Upper Hutt*
Tranz Rail Limited has advised that a third peak Masterton to Wellington service will commence during August 2002.

The Hutt Corridor Plan investigations have reached a stage where plan options are being considered so that a phase of consultation can now occur.

Hutt City Council

Nothing to report.

Upper Hut City Council

Nothing to report.

(iii) **Wairarapa Corridor**

Transit New Zealand

- *SH2 Waiohine Bridge replacement*
Transit has been working closely with the South Wairarapa District Council and the Wellington Regional Council on a scheme to replace the narrow bridge which stretches over the Waiohine River north of Greytown.

August 2002 update

Transit is waiting for funding approval to proceed with purchasing land, and obtaining resource consents and the Notice of Requirement.

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

August 2002 update

Transit has discussed the preferred scheme with the Rimutaka Hill Road Committee. The committee supported the project, but requested Transit extends the project to a further bend where heavy vehicles have difficulty. Investigation has been completed, and will go to the Transit Authority in August with recommendations to proceed to designation for a 60km/h alignment.

- *SH2 Kaitoke realignment*
The Kaitoke realignment, costing \$14.5 million, is aimed at significantly 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 has many corners, sharp bends, dips and rises and there is limited sight distance along the road. It has a crash rate twice the national average for this type of highway.

August 2002 update

All going to schedule, construction is expected to begin October 2002. Construction funding has been requested and the construction work was put out to tender on 27 July 2002.

Wellington Regional Council

An investigation into the economic development potential of the Wairarapa and how this relates to transport constraints is in progress.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

(iv) **Porirua to Hutt Valley**

Transit New Zealand

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

August 2002 update

Appeals have been lodged against the resource consents and Notices of Requirement.

Wellington Regional Council

The Hutt Corridor Plan investigations, which includes road and public transport linkages between the Hutt Valley and Porirua, have reached a stage where plan options are being considered so that a phase of consultation can now occur.

Porirua City Council

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

v) **Ngauranga to Wellington CBD*****Transit New Zealand***

- *SH1 Wellington Inner City Bypass*

The proposed 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 the Basin Reserve in Wellington.

The aim of the bypass is to provide a safer and more efficient route between the hospital, airport, and southern and eastern suburbs, and the northern gateway to Wellington. It will be one-way, two lanes, at ground level, with dedicated turning lanes and a 50km/h speed limit. A new footpath and cycleway would be built alongside the route, and extensive landscaping will be carried out.

August 2002 update

In May, the NZ Historic Places Trust gave Transit archaeological approval for the Inner City Bypass to be built through the Te Aro area, subject to conditions. Two appeals were lodged - by the Te Aro Heritage Trust and Campaign for a Better City. The Environment Court Hearing to hear these appeals will be held 7-18 October.

Transit is also finalising the detailed design and evaluating the final cost of the bypass, from which it can apply for construction funding to Transfund New Zealand.

Wellington Regional Council

- *Improve bus priority through CBD*

Three bus lanes have been implemented on a trial basis. Wellington City Council are considering the implementation of other bus priority measures.

- *Enhance the Lambton bus/rail interchange*

Progress on the interchange is on schedule with an expected completion date of December 2002.

The Wellington CBD corridor study composite options have now been evaluated.

Wellington City Council

Nothing to report.

vi) **Wellington South to the Airport***Transit New Zealand*

Nothing to report.

Wellington Regional Council

Nothing to report.

Wellington City Council

Nothing to report.

3.2 **Reporting against objectives, policies and performance indicators**i) **Accessibility and economic development***Transit New Zealand*

Travel time survey to be carried out in 2002.

Ten year programme of improvement works to state highways is being developed, consistent with the RLTS and government policy.

Wellington Regional Council

A draft pedestrian strategy has been developed and a cycling strategy is being developed.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

A new bus shelter has been installed at the Ayton Drive terminus, Whitby. Plimmerton-Pukerua Bay cycleway/footpath stage 1 was opened in April 2002. Stage 2 is under construction.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

ii) **Economic efficiency**

Transit New Zealand

Nothing to report.

Wellington Regional Council

Significant progress has been made on a telework proposal including an application for funding from Transfund has been made as an ATR. The development of a Regional Parking Strategy has commenced as well as an overarching TDM strategy.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

Nothing to report.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

iii) **Affordability**

Nothing to report.

iv) **Safety**

Transit New Zealand

The Active Traffic Management System (ATMS) on State Highway 1 is being further refined. Recent statistics show there has been a 29% reduction in crashes in the last year (compared with the average number of crashes per year over the last five years), along the Gorge.

Transit is underway with \$1.3 million of fire safety improvements and maintenance work in the Terrace Tunnel – soon to be completed.

To enhance driver visibility along the Wellington Urban Motorway, Transit is replacing 328 old light posts with better, brighter lights. Work will be completed late this year.

Land Transport Safety Authority

- *New Zealand region road toll at 6 August 2002*

REGION	1996	1997	1998	1999	2000	2001	2002
Northland	43	27	39	35	46	27	21
Auckland	103	115	105	88	70	72	64
Waikato	81	98	78	94	99	85	32
Bay of Plenty	42	47	48	54	43	43	18
Gisborne/Hawkes Bay	30	39	34	25	32	20	10
Taranaki	9	17	15	18	15	17	10
Manawatu/Wanganui	58	54	39	44	42	45	14
Wellington	26	26	26	33	32	30	10
Nelson/Marlborough	13	17	20	14	13	13	14
West Coast	3	10	5	10	5	18	10
Canterbury	59	64	57	64	32	46	34
Otago	34	19	27	20	21	23	8
Southland	13	7	11	11	12	15	14
NEW ZEALAND	514	540	504	510	462	454	259

- *Wellington region road toll at 6 August 2002*

<i>WELLINGTON REGION</i>	1998	1999	2000	2001	2002
	Total	Total	Total	Total	Total
Kapiti Coast	4	9	7	10	2
Porirua	2	3	7	2	2
Upper Hutt	2	2	2	0	0
Lower Hutt	7	6	3	6	1
Wellington	4	5	6	6	1
Masterton	3	2	1	2	1
Carterton	2	6	3	1	2
South Wairarapa	2	0	3	3	1
Total	26	33	32	30	10

- *Wellington region fatalities at 6 August 2002*

Casualty Types	
Drivers	5
Passengers	3
Motor Cycle Riders	2
Pedestrians	0
Cyclists	-

Casualty Ages	
0-14 years	0
15-19 years	2
20-24 years	1
25-39 years	3
40-59 years	4
60+ years	0

- *Proposed Land Transport (Driver Licensing) Amendment Rule*

LTSA released this draft rule in June 2002 for public comment. The closing date for submissions is 2 August 2002. The draft rule proposes the following major changes:

- Allow older drivers to sit either the existing older driver test or a proposed new conditional older driver test. If the conditional older driver were passed, an 80-km/h speed zone condition would be applied
- Remove the 'automatic-only' condition for older drivers who pass the practical driving test using a vehicle with automatic transmission
- Reduce the time that drivers aged 25 years or over are required to spend in each licence class when progressing from Classes 2 to 5
- Reduce the identification requirements when applying for a replacement driver licence
- Raise particular vehicle weight thresholds for specific licence classes
- Clarify the requirements relating to overseas drivers who wish to drive in New Zealand or convert their overseas driver licence to a New Zealand licence.

- *New Land Transport rule for vehicle dimensions and mass*

This rule came into force on 1 July 2002.

The rule rationalises and simplifies the mass and dimension limits of different types of heavy vehicle. There will be no increase in the maximum weight (44 tonnes) or length (20 metres) of our largest vehicle combinations. Small increases in size and weight for some types of vehicle (for example, semi-trailers) will promote the use of safer and more stable vehicles, such as semi-trailers, by allowing them to operate at their optimum capacity.

- *New Zealand Road Safety Programme: Funding for community road safety projects 2002/2003*

The following projects have been granted funding:

Local Authority/Provider	Project Name	TOTAL
Wellington Regional	Committee-run Projects	\$15,000
Wellington Regional	Road Safety Week	\$15,000
Wellington Regional	Road Safety Forum	\$10,000
Wellington Regional	Straitroad	\$12,000
Hutt City	Road Safety Co-ordinator	\$20,000
Hutt City	"Speed Kills Doesn't it"	\$12,000
Hutt City	Ho Ho Easy As You Go III	\$5,500
Hutt City	"Buckle them in"	\$3,000
Hutt City	Survival on the Cycle III	\$700
Hutt City	ESOL Learner Licence Courses 2	\$1,500
Wairarapa Districts	Road Safety Co-ordinator	\$27,000
Wairarapa Districts	Down with Speed	\$3,000
Wairarapa Districts	Cycle in Safety	\$1,000

Local Authority/Provider	Project Name	TOTAL
Wairarapa Districts	Wairarapa Intersection Week	\$1,000
Wairarapa Districts	Stop and Refresh Stops	\$2,000
Wairarapa Districts	Be Seen Be Safe	\$1,300
Wairarapa Districts	Be Lady-bug safe	\$2,000
Upper Hutt City	Road Safety Co-ordinator	\$19,000
Upper Hutt City	Upper Hutt Young Cyclist of the Year 3	\$700
Upper Hutt City	Family Cycling Event	\$1,300
Upper Hutt City	Safe Routes to Schools	\$4,500
Upper Hutt City	School Gates	\$1,100
Upper Hutt City	Roundabouts/Intersections/Pedestrian Crossings	\$3,400
Upper Hutt City	Young Drivers	\$2,900
Upper Hutt City	College Road Safety Weeks	\$700
Upper Hutt City	Orongomai Marae 3	\$1,000
Upper Hutt City	Read Write Plus	\$750
Kapiti Coast District	Road Safety Co-ordinator	\$27,000
Kapiti Coast District	Matching Speed to the Conditions	\$14,000
Kapiti Coast District	Transporting Mokopuna Safely	\$5,000
Kapiti Coast District	Negotiating Kapiti Intersections Safely	\$21,000
Kapiti Coast District	Young Driver Awareness Course	\$4,000
Kapiti Coast District	Young Driver Awareness Week	\$25,000
Porirua City	Road Safety Co-ordinator	\$27,000
Porirua City	Corner Control II	\$8,300
Porirua City	Maraeroa Child Restraint	\$2,100
Porirua City	Child Awareness III	\$20,000
Porirua City	Porirua Language Project 3	\$3,500
Porirua City	Driver Licence Support	\$5,000
Porirua City	Supporting Porirua Teenage Drivers	\$5,000
Porirua City	Wiki Matauranga mo nga taraiwa Rangitahi	\$23,000
Porirua City	Pathway to Driver Awareness	\$7,500
Wellington City	Road Safety Co-ordinator	\$38,000
Wellington City	Road Safety Co-ordinator	\$38,000
Wellington City	Love everybody	\$2,000
Wellington City	Cycling Safely	\$15,000
Wellington City	Intersections	\$5,000
Wellington City	Theatre and driving youth	\$10,000
Wellington City	Safe with Age	\$2,000
Wellington City	Absolutely positively pedestrian friendly	\$40,000
Whanau Family Support Trust	Breaking Down Barriers	\$8,000
Te Runanganui (Hutt)	Nau te Rourou - Regional Hui	\$4,800

Wellington Regional Council

A draft Regional Road Safety Strategy has been developed and is the subject of a separate report. The Regional Road Safety Programme has been agreed with LTSA.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

The District Road Safety Programme has been developed and some minor safety works have been implemented.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

v) **Sustainability**

Transit New Zealand

Transit is actively looking to include pedestrian and cycle paths in capital works projects. The recent Plimmerton to Pukerua Bay cycleway is a great success, and a new pathway running underneath and alongside the new Paremata Bridge is currently under construction.

Wellington Regional Council

A long term traffic relates air quality and water quality monitoring programme is being developed by the Resource Investigations and Transport Policy Departments of Council.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

Nothing to report.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

v) **Network balance**

Nothing to report.

3.3 Other Issues

Transfund New Zealand

Nothing to report.

Upper Hutt City Council

- Involved in the Hutt Corridor study.
- Will be carrying out a study this year (2002/03) to see if there are any economic benefits to Upper Hutt City if Akatarawa Road was upgraded to improve access (including tourist), sightlines and safety.
- Review of cycling facilities study to be completed.
- Preparing for Totara Park bridge widening in 2003/04 and the Silverstream Bridge structural upgrade in 2004/05.
- Reviewing location and suitability of bus shelters.
- In conjunction with Transit reviewing speed limit on SH2 through the urban area of Upper Hutt and its impact on internal traffic movements on local roads. (We are getting “rat running” in some areas as residents avoid the access points onto SH2.

4. Communications

There are no relevant communication matters.

5. Recommendations

That the report be received.

Report prepared by:

Approved for submission by:

TONY BRENNAND
Manager Transport Policy
On behalf of the Technical Group

DAVE WATSON
Divisional Manager, Transport

