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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 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 North Otaki to Peka Peka upgrade*

Transit is progressing with further investigation and consultation for a preferred route for a four-lane expressway between Otaki and Peka Peka Road.

August 2003 update

Transit has consulted substantially with key stakeholders, along with interested and affected people, to determine whether or not to designate the route. A decision is planned for September 2003.

If a decision is made to designate, additional work will be required on how to best stage the project and the AEE. An interim as well as full preferred option will be prepared prior to lodging.

It is unlikely construction would begin for at least a decade, as it is shown as a potential project in the 10-year plan.

- *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 (at 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 was held in July which dismissed the appeals.

August 2003 update

The Environment Court has confirmed its previous decision.

The State Highway Plan indicates that the first stage of this project could be designed in 2005/06 with construction starting in 2006/07. Further stages are programmed for construction beyond the 10-year period.

- *SH1 Lindale Underpass*

This project includes building a \$2.9 million 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.

August 2003 update

Construction of the new road began in June 2003. Work is underway and expected to be completed by mid-2004.

- *SH1 MacKays Crossing improvements*

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

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.

August 2003 update

The State Highway Plan indicates that construction will commence on this project during 2003/04 year.

- *SH1 Paekakariki Beach Road intersection*

Transit and the Kapiti Coast District Council have carried out a strategy study for long-term options to improve safety for drivers leaving and entering Paekakariki.

August 2003 update

Transit and KCDC have decided not to carry out further improvements to this intersection following the report issued in May this year. The site, however, will continue to be monitored and minor improvements made if required.

- *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 being 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 2003 update

1st stage

Construction of the first stage of this project, the duplicate Paremata Bridge, began July 2002. The contractors are making steady progress and the new bridge should be completed late 2003.

2nd and 3rd stages

Construction is well underway on the four-laning work north of James Street to the vicinity of the Plimmerton Weigh Station. Clearing, excavation, and some culvert work as well as pre-loading has been completed. The project is still on track to be completed mid-late 2004.

Transit has completed detailed design for the third and final stage of the Plimmerton to Paremata Upgrade (for improvements south of James Street to the Paremata Bridge and Paremata Roundabout) and has recently let the tender for its construction to Higgins Contracting.

- *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.

August 2003 update

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 with 40,000 plants alone established last spring.

The planting programme for 2003 covers 44,300 m² (the largest to date) at a cost of \$243,000.

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

Work to review and improve the construction cost estimate is programmed for 2003/04.

Greater Wellington Regional Council

- *Urban rail capital improvements*

The ongoing uncertainty over the ownership of Tranz Rail Ltd continues to delay any capital investment in the urban rail services. This has meant no progress on the electrification to Waikanae and the constructions of stations at Lindale and Raumati South. Tranz Metro Wellington itself has upgraded the Paraparaumu station for users.

Porirua City Council

Nothing to report.

Kapiti Coast District Council

- *Western Link Road*

The Environment Court released its decision on the WLR on 1 August confirming the designation. The appeal period on the decision runs for 20 days. This is the second decision on the WLR by the Environment Court with the first being set aside by an appeal to the High Court by Takamore Trustees and Waikanae Christian Holiday Camp.

Once the designation has been completed council needs to apply for resource consents and historic places trust approval to enable construction.

(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 2003 update

Transit is currently obtaining required signatures for non-notified resource consent and designation applications. Transit's 10-year plan has construction starting in 2004/05.

- *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.

August 2003 update

Appeals have been lodged against the resource consents and Notices of Requirement. Transit is working to resolve these.

Transit's 10-year plan indicates construction would be more than a decade away at current funding levels.

Transit is committed to the major realignment of the road, once funding (\$25 million) is available. In the meantime, a median barrier along part of State Highway 58 is being installed. This will significantly reduce the crash rate and improve safety along the road.

- *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 2003 update

Twelve appeals were lodged against the designation and resource consents. All appeals have now been resolved. Design work has begun and due to be finished October 2003. Property still to be acquired and compulsory acquisition may be required. The State Highway Programme shows construction to commence in 2005/6.

Greater Wellington Regional Council

- *New Hutt Bus Services*
After a complete review of bus services in the Hutt Valley, new routes and service levels that increase overall bus kilometres 60% were approved by the Council. Stagecoach Cityline won all the major contracts and with the exception of a few services that have already started, the changes take effect in October 2003.
- *Refurbishment of Upper Hutt and Petone Stations*
The old Petone station has been demolished and will soon be replaced by a new station building that has been designed to be sympathetic with the surrounding area of Petone. Greater Wellington Regional Council are funding the project which will be owned by the Hutt City Council until legislation allows Greater Wellington to take ownership.

The Upper Hutt station refurbishment awaits the appointment of a new urban rail operator.
- *Hutt Corridor Plan Hearings*
The Hutt Corridor plan hearings resulted in a proposed draft change to the RLTS. This final draft has been circulated to stakeholders for comment.

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.

The study has been extended with Council engaging a consultant to develop an economic model to allow more in depth analysis of the impact of various options. A final report is expected in October 2003.

(iii) **Wairarapa Corridor**

Transit New Zealand

- ***SH2 Waiohine Bridge replacement***

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

August 2003 update

The State Highway Plan indicates this project will be designed in the current financial year (2003/04) with construction in 2004/05.

- ***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 the centre line at this site.

August 2003 update

The Transit Authority has approved a scheme to provide a 60km/h design speed along this section of the highway. The State Highway Plan includes the funding to obtain resource consents and Notice of Requirement in 2003/04, followed by design in 2005/06 and construction in 2006/07.

- ***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 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 2003 update

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

Greater Wellington Regional Council

A Wairarapa corridor plan has been completed in draft form after discussions with stakeholders. It will now be subject to a more formal stakeholder consultation process before being reported back to the RLTC.

(iv) **Porirua to Hutt Valley**

Greater Wellington Regional Council

Please refer to the Hutt Corridor Section.

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, with dedicated turning lanes and a 50km/h speed limit. A new footpath and cycleway would 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.

August 2003 update

In May 2002, 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. The Environment Court heard two appeals in October 2002 and February 2003. Both were dismissed, without further conditions imposed, in July.

The State Highway Plan provides for an immediate start on the project with funding available from 2003/04 onwards. A review of the project, however, is currently underway to ensure it meets the Government's roading strategies. A decision is due mid-December.

Greater Wellington Regional Council

Nothing to report.

vi) **Wellington South to the Airport**

Nothing to report.

3.2 Reporting against objectives, policies and performance indicators

i) **Accessibility and economic development**

Nothing to report.

ii) **Economic efficiency**

Nothing to report.

iii) **Affordability**

Nothing to report.

iv) **Safety**

Transit New Zealand

- Transit is currently installing a median barrier along State Highway 58 over Haywards Hill. The barrier is aimed at improving safety and reducing the high number of head-on crashes from the top of Haywards Hill near the reservoir, to just northwest of the Transpower Substation. Construction began in April and is expected to be completed late August/early September.
- Transit has almost completed the \$300,000 worth of safety improvements at Te Moana Road and SH1 in Waikanae, the Ngaio Road intersection with SH1, also in Waikanae, Moeraki Road/SH2 intersection in Upper Hutt and SH1/Whitford Brown intersection in Porirua.
- A 70km/h buffer zone has been introduced from the north of Nikau Palm Grove to adjacent Boat City in Paraparaumu. Doing so will improve safety of pedestrians, cyclists and turning traffic in the Buckley Grove area - near the Paraparaumu overbridge. There has also been a reduction in the speed limit on State Highway 2 near Te Marua, east of Upper Hutt, from 100km/h to 80km/h. An additional 2km stretch of road, between Maoribank and Te Marua, is currently being surveyed by the LTSA to see if a similar speed restriction is warranted.

Land Transport Safety Authority, Wellington Regional Office

New Zealand Region Road Toll at 28 July 2003

REGION	1996	1997	1998	1999	2000	2001	2002	2003
Northland	43	27	39	35	46	27	36	19
Auckland	103	115	105	88	70	72	81	50
Waikato	81	98	78	94	99	85	57	41
Bay of Plenty	42	47	48	54	43	43	30	28
Gisborne/Hawkes Bay	30	39	34	25	32	20	18	21
Taranaki	9	17	15	18	15	17	13	5
Manawatu/Wanganui	58	54	39	44	42	45	28	17
Wellington	26	26	26	33	32	30	24	17
Nelson/Marlborough	13	17	20	14	13	13	22	8
West Coast	3	10	5	10	5	18	16	4
Canterbury	59	64	57	64	32	46	43	35
Otago	34	19	27	20	21	23	12	11
Southland	13	7	11	11	12	15	21	8
NEW ZEALAND	514	540	504	510	462	454	404	264

Wellington Region Road Toll at 28 July 2003

WELLINGTON REGION	1998	1999	2000	2001	2002	2003
	Total	Total	Total	Total	Total	Total
Kapiti Coast	4	9	7	10	6	0
Porirua	2	3	7	2	3	0
Upper Hutt	2	2	2	0	0	2
Lower Hutt	7	6	3	6	6	4
Wellington	4	5	6	6	4	5
Masterton	3	2	1	2	0	2
Carterton	2	6	3	1	3	2
South Wairarapa	2	0	3	3	2	2
Total	26	33	32	30	24	17

Wellington Region Casualties (Type and Age) at 28 July 2003

Casualty Types	
Drivers	8
Passengers	6
Motor Cycle Riders	-
Pedestrians	3
Cyclists	-

Casualty Ages	
0-14 years	-
15-19 years	3
20-24 years	3
25-39 years	4
40-59 years	5
60+ years	2

Further information about the approved Community Programme (**Attachment 1**) for 2003/4 and an update of Land Transport Rules (**Attachment 2**).

Hutt City Council

- *Minor Safety Works Programme – completed 30 June 2003*
 - Schofield St LATM
 - St Albans LATM
 - High St/Queens Dr new pedestrian crossing
 - Evans St - pedestrian crossing upgrade
 - Cambridge Tce/Hampton Court - pedestrian crossing upgrade
 - Kea crossing installations at 11 sites
 - Seddon St/Waddington Dr - new roundabout
 - Traffic island installations at 3 sites
- *Lighting Safety Improvements – completed 30 June 2003*
 - Block Rd main road lighting
 - Oxford Tce (Harrison Cres to High St) Main Road lighting
 - Naenae area minor road lighting (250 lights)
 - CBD service lane lighting improvements

- *HCC Road Safety Programme - completed 30 June 2003*

Project

ESOL Learner licence courses

Marae based learner licence course

Safe with Age courses

Kiwi cycling 3

Host responsibility campaign 3

Interschool road safety debate

Hutt City Driver Awareness programme

Bike to work day

Family cycle ride

Buckle 'em up

Porirua City Council

- *Road Safety programme: Corner Control II*
 - Child Awareness III
 - Supporting Porirua Teenagers
 - Porirua Learner Licenses
 - Pathway to Driver Awareness
 - Te Mana o Rangatahi
 - Maraeroa Marae
 - Porirua Language Project
- *Minor Safety Works*
 - Takapuwahia local area traffic management" (Stage 3)
 - Driver Crescent local area traffic management
 - Rawhiti Road traffic calming
 - Longitude and Mainsail refuge island
 - Richard Street / Bay Drive traffic islands
 - Grays Road pedestrian refuge near Taupo Crescent
 - Parumoana Street pedestrian crossing
- Road Accident Investigation Team - investigating a number of frequent accident sites
- Road Safety Community Consultation Committee.
- Construction of Ivey's Bay underpass.

v) **Sustainability**

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 provided in current projects include:
 - SH1 Wellington Inner City Bypass
 - SH2 Kaitoke to Te Marua Realignment includes a shared underpass at the Kaitoke Incline and wider shoulders along the road for safer cycling
 - SH1 Plimmerton-Paremata Upgrade.
 - Transit is about to call for tenders to construct a cycleway along Centennial Highway from Paekakariki to Pukerua Bay. Once completed this will link each of the existing cycle network from Porirua to Kapiti.
 - Three new cycle projects were included in Transit's 10-year plan. These will be in Masterton (2003/04), Kapiti (2004/05), and Hutt Valley (2006/07).

Porirua City Council

- Plimmerton – Pukerua Bay Cycleway/footpath, Stage 1 opened April 2002, Stage 2 under construction.
- 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.

vi) **Network balance**

Porirua City Council

Investigation into connections to Transmission Gully from Porirua network.

3.3 **Other Issues**

Porirua City Council

- *Public transport*
Participated in workshop on Transfund's new financial assistance rate.

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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Joe Hewitt
Manager Access Planning

Dave Watson
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Attachments:

1. LTSA Community Programme Funding 2003/04
2. Update of Land Transport Rules