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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 SH1 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.

July 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 SH1 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 18 months.

July 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. The bridge is complete, and it is expected to be in use by state highway traffic by October this year.

- *SH1 MacKays Crossing improvements*

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on SH1, 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 1km south of the railway crossing, and build new accesses to Queen Elizabeth Park and Whareroa Farm.

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

July 2004 update

Tenders closed on 6 July 2004 and the contract is expected to be awarded in August 2004. As it is a design and build contract, the construction start date will be dictated by the contractor, however work is expected to begin before the end of the year.

- *SH1 Plimmerton to Paremata upgrade*

This major project will help ease delays and congestion as well as improve safety and local access on SH1 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.

July 2004 update

All physical works are now underway. The duplicate bridge has been completed and the bridge approaches are expected to be completed in early August 2004.

The following key activities are currently being carried out:

- Service relocation, property modification, and new kerb and channel and footpath work along Mana Esplanade and St Andrews Road
 - Construction of replacement sewer pump station at Paremata roundabout
 - Construction of retaining wall around Goat Point and opposite Steyne Avenue
 - Replacement of Plimmerton pedestrian overbridge
 - Pavement construction opposite Plimmerton weigh station
- *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 SH1 route as well as improve safety.

July 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. An additional 40,000 native plants were planted during August and September 2003. Small infill planting is being carried out this winter.

Work to review the construction cost estimate was completed in March 2004. A review of the Western Corridor (short, medium and long term requirements between Ngauranga and Peka Peka) will begin in September 2004. The study will consider all viable alternatives including new roading capacity, passenger transport and travel demand management. Transit and the Greater Wellington Regional Council are carrying out the review, which is expected to be completed in late 2005.

No decisions about the construction of the Transmission Gully will be made until after the review of the Western Corridor is completed.

Greater Wellington Regional Council

- *Waikanae Electrification Package*
TrackCo is up and running. Details of the agreement between the government and Toll over the sale of the rail network show that none of the \$200 million set aside for urgent track maintenance and replacement has been earmarked for the Waikanae project. This means the GWRC will need to seek this work to be done as a separate item to be funded through future track access charges.
- *Improve Bus/Rail Connections at Porirua Station*
A consultancy brief to undertake a review of the future options for Porirua Station is being developed and proposals will be called for shortly to undertake the work.

(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.

July 2004 update

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

- *SH2 intersection improvements and SH58 summit four-laning*
To improve safety at the intersection of SH2 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 SH58 to four lanes with a median barrier.

This project addresses the poor crash record on the section of SH58 from the Dry Creek Quarry to Harris Road.

July 2004 update

Both the intersection improvements and four-laning projects are clear of appeals on their resource consents and notices of requirements. Property acquisition is almost complete on the intersection improvements project.

- *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.

July 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 the project in late 2004.

Greater Wellington Regional Council

- *Allow Commercial Ferry Services across the Harbour*
East by West, the current ferry operator, have suggested a service from Petone to Wellington but as a subsidised service. Wellesley, owners of the Wellesley Hotel and a mono-hull boat also known as the Wellesley, are to import a hovercraft later this year to operate some commuter services from the Hutt River. Both these potential services have some way to go before they will be seen on the harbour.
- *Refurbish Upper Hutt Railway Station*
The Upper Hutt town centre project is still underway. It is expected that this project will provide some context for any changes to the station and the surrounding areas.

Upper Hutt City Council

Totara Park Bridge Widening

Project not proceeding as a review of the project's economics could not justify funding at this stage. We will continue to monitor traffic growth and need for an extra lane.

River Rd Transportation study

A joint project with Transit. Consultant has appraised several options for improving safety and traffic flow on this section of highway. The options are now being advertised for public comment.

Silverstream Bridge Strengthening

Expressions of interest are being invited from appropriate consultants. Once a short list has been prepared Professional Services tenders will be invited.

(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 Regional Council on a scheme to replace the narrow bridge that stretches over the Waiohine River north of Greytown.

July 2004

Approval has now been given to proceed with this project. All non-notified designation and resource consents have been obtained. 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 completed and funding approved. The bridge replacement contract is due to be advertised in August with construction expected to begin before Christmas 2004.

- *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.

July 2004

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 following detailed geotechnical investigations. Expected date for lodgement is September 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 SH2 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.

July 2004

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

(iv) 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.

July 2004 update

Construction funding was sought and approved in May 2004. Transit is currently calling for tenders with an award likely to be made in October.

Greater Wellington Regional Council

- *Improve Bus priority through the CBD*

The bus priority measures previously put in place have been confirmed as being successful. This has led to additional projects being proposed for the coming year.

3.2 Reporting against objectives, policies and performance indicators

(i) **Safety**

Land Transport Safety Authority, Wellington Regional Office

New Zealand Region Road Toll at 27 July 2004

REGION	2002	2003	2004
Northland	27	33	22
Auckland	74	81	55
Waikato	53	79	32
Bay of Plenty	23	52	21
Gisborne/Hawkes Bay	13	33	13
Taranaki Region	10	10	7
Manawatu/Wanganui	22	31	17
Wellington	16	34	18
Nelson/Marlborough	18	15	14
West Coast	11	5	7
Canterbury	40	52	30
Otago	10	21	14
Southland	18	15	5
NEW ZEALAND	335	461	255

Wellington Region Road Toll at 27 July 2004

WELLINGTON REGION	2002	2003	2004
	Total	Total	Total
Kapiti Coast	6	3	1
Porirua	3	1	6
Upper Hutt	0	4	1
Lower Hutt	6	7	4
Wellington	4	8	2
Masterton	0	5	4
Carterton	3	2	0
South Wairarapa	2	4	0
Total	24	34	18

Wellington Region Casualties (by type) at 27 July 2004

Casualty Types	
Drivers	8
Passengers	7
Motor Cycle Riders	-
Pedestrians	2
Pedal Cyclists	1

Casualty Ages	
0-14 years	-
15-19 years	6
20-24 years	3
25-39 years	1
40-59 years	2
60+ years	6
Unknown	-

- *Tourist Road Safety*

A Land Transport Safety Authority report released in June 04 shows that overseas tourists need to be more aware of the differences in New Zealand conditions before they start driving.

The report, 'Tourist Road Safety in Otago and Southland', is the most comprehensive of its kind relating to tourist drivers in New Zealand. The qualitative study, commissioned from the University of Otago, examines the driving experiences of over 500 international tourists in summer and winter conditions.

While tourists represent very small numbers compared to New Zealanders in terms of crash involvement on a national basis, regional trends show that the percentage of crashes involving all types of overseas drivers is higher in key tourist regions of the country such as Northland, Nelson and Marlborough, the West Coast, Otago and Southland.

The research shows that while most overseas tourists are highly educated, experienced drivers who have few concerns about driving here, there is a lack of awareness of the differences in New Zealand driving conditions.

With the exception of Asian tourists, only a small percentage of overseas visitors actively searched for information on New Zealand's road rules before getting behind the wheel.

This research shows that tourist experience difficulties with our winding and narrow roads, our unique give way rules and in many cases driving on the left.

With over 600,000 tourists currently driving on our roads every year, and a projected growth in tourists of 5.7% each year to 2009, it's essential to plan for how we can all help overseas visitors have a safe and enjoyable driving experience.

The LTSA aims to form an advisory group with representatives from the rental car and visitor industries to look at developing effective information resources for international tourists and the best ways of delivering them.

- *Land Transport Rule for Vehicle Equipment*

This Rule is one of a series of rules that sets safety requirements and standards for systems and components in motor vehicles operating in New Zealand. It covers the safety and maintenance requirements for the following equipment fitted to motor vehicles: warning devices, speedometers, sun visors, mudguards, footrests on motorcycles and mopeds, child restraints, fuel tanks and fuel lines. The rule applies to all motor vehicles except power-assisted pedal cycles.

Most of the requirements in the rule clarify or consolidate existing regulations and are largely intended to make safety requirements clearer for those carrying out warrant of fitness (WoF) and certificate of fitness (CoF) inspections.

- *Community Road Safety Funding 2004/05*

The following funding has been approved to support community based road safety initiatives:

Provider	Total Funding
Wairarapa Road Safety Council	\$62,425
Kapiti Coast District Council	\$70,000
Porirua City Council	\$55,000
Upper Hutt City Council	\$39,100
Hutt City Council	\$62,325
Wellington Regional Council	\$40,000
Wellington City Council	\$108,500

- *Proposed Transport Law Changes to Improve Public Safety*

The Land Transport Amendment Bill, aims to improve safety and reduce the road toll through the amendment of existing legislation.

Proposals in the bill include action to:

- Stop those convicted of serious sexual or violence offences from holding P (passenger) licenses.
- Effect tougher enforcement measures for repeat drink-drivers, repeat disqualified drivers and those that drive at excessive speed.

- No change to existing speed or blood alcohol limits but a reduction in the amount over these at which roadside license disqualification is triggered.
- Tighten up licensing laws around the operation of public service vehicles.

The Bill, as introduced, prohibits those with serious sexual and violence convictions for holding passenger licenses in the future, and toughens up on the worst drink drivers and speeders.

These and other measures follow wide consultation with the commercial driving industry, Police, Department of Corrections and Justice. The aim of these changes is to make the roads and public transport safer for everyone and to lower the road toll.

A copy of the Bill together with a document outlining expected questions and their answers is available online at www.transport.govt.nz.

- *Review of Transport Sector*

The Minister announced in June 04 the outcome from the review of the Transport sector and outlined the realignment of a number of agencies to better achieve the NZ Transport Strategy objectives.

The Review included a number of recommendations to achieve this, including the creation of a new Crown entity to undertake the remaining functions (ie those not identified to be incorporated into the Ministry of Transport) of Transfund and the LTSA.

Transit New Zealand

- Work is progressing on replacing the steel median on Ngauranga Gorge with a reinforced concrete barrier. The contract also includes 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 is being converted into a shared cycle and pedestrian facility. The wide pavement along this section of SH2 will be marked with the appropriate lines and symbols and parking no longer permitted.

(iii) Sustainability

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 included in design
 - 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 (completed)
 - Incorporation of cycle lanes into the Lindale intersection improvements
 - Incorporation of cycle friendly facilities into the design of the MacKays Railway Overbridge project
 - Waiohine Bridge – wider shoulders to better accommodate cyclists included in design
 - Funding was requested for three cycle projects: at Kapiti on SH1 (the cycle path beneath Waikanae rail overbridge has already been completed); improved pedestrian/cycling facilities at several intersections in the Hutt Valley on SH2; and new cycle facilities in Masterton.

- *Pedestrian facilities include:*
 - SH1 (Pukerua Bay) Teihana Rd overbridge – investigation underway
 - SH1 Plimmerton to Paremata – included in design are: traffic signals incorporating pedestrian facilities; walkways under Paremata Bridge abutments (completed), widening of footpath on existing Paremata Bridge (completed); 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 in design.

3.3 Other Issues

Upper Hutt City Council

Bus stop signage has been updated to latest GWRC requirements.

Two new bus shelters are being erected at the Upper Hutt Station and Moeraki Rd.

Silverstream Pedestrian Rail crossing has been upgraded with the addition of new, higher intensity warning lights and signs. It is proposed to install pedestrian barriers during 2004/05.

4. Communications

There is nothing to communicate.

5. Recommendation

That the report be received.

Report prepared by:

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