



Report: **03.248**

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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 north of Otaki to Peka Peka Rd.

The preferred route would run east of the existing highway through Otaki and east of the railway line south of the Otaki River, to about Te Horo. At this site the highway would return to the western side of State Highway 1.

If this route was progressed, it is unlikely construction would begin for at least 10 years.

May 2003 update

Transit has consulted substantially with key stakeholders, along with interested and affected people, to determine whether to proceed to designation of the preferred route. A decision is planned for July 2003.

A detailed assessment has been undertaken on the alternative (Te Waka) western route as proposed by local residents. Preliminary indications are that the alternative fails to meet the projects objectives, would create a new 'sound corridor' and significant social severance between Otaki township and the beach. An initial response from local Iwi indicate that the route would impact on a number of areas of high cultural value.

- *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.

May 2003 update

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 17-19 March 2003. The appeal was upheld in part (four of the nine points) with the matter referred back to the Environment Court. A future hearing is expected in late 2003.

The Draft State Highway Programme indicates the earliest this project could be designed is 2005/06 and constructed in 2006/07.

- *SH1 Hadfields Road to Peka Peka Road improvements*

This project has been completed. Transit has improved safety by straightening the road at this site, providing two safe right-turn bays and installing lighting.

May 2003 update

Transit is working closely with Kapiti Coast District Council and Greater Wellington to integrate with KCDC's community consultation process. The strategy study will include inputs from GW's regional model and KCDC's urban growth and transportation model (currently under revision).

- *SH1 Lindale Underpass*

This project includes building a \$2.7 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.

May 2003 update

The construction contract has been awarded, construction will commence in May, and is expected to be completed by April 2004.

- *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.

A connection from this new stretch of highway to the proposed Transmission Gully alignment would also be built in the future.

May 2003 update

The commissioners gave a positive recommendation on designation and resource consents. Two appeals were received on the designation both of which were resolved in October. Transit is now underway with land purchases and design work.

Transit's recently released Draft State Highway Programme, indicates the earliest this project would be constructed is 2006/07.

- *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. The options included improved the Beach Road and Ames Street intersections and providing alternative accesses.

May 2003 update

A draft summary report of this strategy study was presented to the Transit Authority in March. It has been forwarded back to KCDC for their consideration. Once the long-term option is agreed upon, the local community will be advised.

The Draft State Highway Programme indicates the earliest this project would be investigated is 2010/11, designed in 2011/12 and construction would be more than 10 years away.

- *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.

May 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

Funding of \$27 million for the remaining two stages of the work was received in September 2002.

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 part of the initial 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 advertised for tenders for its construction.

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

May 2003 update

Transit has resolved the last of the appeals to the designation and is continuing to purchase 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 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 Draft State Highway Programme indicates this development to be a 'potential' project as more investigation is needed and funding is not clear.

Greater Wellington Regional Council

- *Urban rail capital improvements*

The extension of rail services to Waikanae, the construction of stations at Lindale and Raumati South continue to be delayed by the sale of Tranz Metro Wellington. The Council has received approval of a CPP for urban rail from the May Board meeting of Transfund New Zealand. The Council can now proceed to seek tenders for the Wellington urban rail services.

Porirua City Council

Submissions prepared on Land Transport Bills and Transit's project priorities.

Kapiti Coast District Council

- *Western Link Road*

Following the High Court decision which upheld 4 (out of 9) points of appeal by the Takamore Trustees, the Council and Transit New Zealand have jointly considered their options.

Although the High Court decision can be interpreted in other ways, the general feeling is that the decision is critical of the process followed by the Environment Court, not at the findings themselves.

The Council had an option to seek High Court leave for an appeal to the Court of Appeal, however, this was not considered likely to bring about a final decision as it was felt that the Court of Appeal would be likely to return at least one matter to the Environment Court for reconsideration.

Consequently, and after careful consideration, it has been decided to let the matter return to the Environment Court for limited reconsideration in accordance with the directions of Justice Young.

Transit support KCDC in this decision.

Current indications are that the earliest that the Environment Court might reconvene the judge and commissioners who heard the initial case would be October this year. However, this is little more than an educated guess at the present time.

(ii) **Hutt Corridor**

Transit New Zealand

- *SH2 Te Marua Curves improvements*

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

May 2003 update

Transit is currently obtaining required signatures for non-notified resource consent and designation applications. The Draft State Highway Programme indicates the earliest this project would be constructed is 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.

May 2003 update

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

The Draft State Highway Programme indicates construction would be more than 10 years away at current funding levels.

Transit is committed to the major realignment of the road, once funding (\$25 million) is available. In the meantime, Transit is installing a median barrier along part of State Highway 58 (see page 10 of this report). 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.

May 2003 update

The Notice of Requirement has been lodged and notified and approximately 30 submissions were received. A commissioner's

hearing was held in October 2001 that recommended the designation was confirmed. Twelve appeals have since been received.

Transit is currently working through these appeals to try and come to a resolution with appellants. To date, all but one has been resolved. A hearing with the Environment Court is set down for 15 June 2003. Design work on the project has commenced, as have property purchases.

The Draft State Highway Programme indicates the earliest this project would be constructed is 2008/09.

Greater Wellington Regional Council

- *New Hutt Bus Services*
New bus services are starting during May in a number of areas in the Hutt Valley. New Wainuiomata and Eastbourne services are due to start in October.
- *Refurbishment of Upper Hutt and Petone Stations.*
A proposal for a new Petone station is out to tender. This station will be owned by Hutt City Council until legislation allows the Regional Council to take ownership.
- *Hutt Corridor Plan Hearings*
The Hutt corridor plan hearings took place during April. A report from those hearings is elsewhere on the Committee's order paper.

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.

Council is considering a proposal to develop an economic model to allow more in depth analysis of the impact of various options.

The study has been extended with a completion date yet to be agreed.

(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 that stretches over the Waiohine River north of Greytown.

May 2003 update

Those involved have agreed, in principal, to contributing to the cost of building the bridge.

Transit's recently released Draft State Highway Programme, indicates the earliest this project would be designed is 2005/06.

- ***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.

May 2003 update

The Transit Authority has approved a scheme to provide a 60km/h design speed along this section of the highway. Transit is now seeking funding to obtain resource consents and Notice of Requirement. The project will be reconsidered by the Transit Authority prior to design commencing.

Transit's recently released Draft State Highway Programme indicates construction would be more than 10 years away at current funding levels.

- ***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.

May 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

Further work has been undertaken to progress a Wairarapa Corridor Plan.

(iv) **Porirua to Hutt Valley**

Greater Wellington Regional Council

The Hutt corridor plan hearings reported is elsewhere on this Committees order paper and covers this corridor's issues.

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

May 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. The judge signalled a decision should be made by mid-April, but one is yet to be released.

Greater Wellington Regional Council

- ***Lambton Interchange***

The Lambton Interchange was operational at the end of March and officially opened on 2 April.

- ***Pedestrian Linkages from Wellington Station to CBD***

Most of the Lambton related pedestrian canopies have now been constructed providing good weather protection from the station to the Quays and hence the CBD.

- ***Bus Priority Through the CBD***

Bus priority measures are being considered by Wellington City Council for the Dixon Street/Manners Street north bound major bus routes. Improvements to this area will complete the bus priority measures envisaged.

vi) **Wellington South to the Airport**

Nothing to report.

3.2 Reporting against objectives, policies and performance indicators

i) **Accessibility and economic development**

Porirua City Council

- New bus shelter: 100 Pikarere Street, Titahi Bay
- Refurbished bus shelters:
 - James Cook Dr / Albatross Close
 - Postgate Drive
 - Norrie Street

ii) **Economic efficiency**

Porirua City Council

- Input into Hutt Corridor Strategy – Presentation to Hearing.
- Input into Transit’s review of SH1 Tawa – McKays Crossing.

iii) **Affordability**

Nothing to report.

iv) **Safety**

Transit New Zealand

- Transit is installing a median barrier this autumn along a section of State Highway 58 over Haywards Hill, which has a high crash rate.

The \$450,000 median 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 on April 14 and is expected to end by the middle of June.

Transit is still committed to the major realignment of the road, when funding, in the order of \$25 million, is available. In the meantime, immediate improvements are critical to improve safety along this road.

- Transit is to begin \$300,000 worth of safety improvements at three problem areas on State Highway One and Two this month.

The intersection at Te Moana Road and SH1 in Waikanae will be widened to two lanes in order to improve traffic flow and provide more room for cyclists. The existing lane between Te Moana Road and Elizabeth Street will also be extended to include two lanes and a shared right turn traffic bay.

At the Ngaio Road intersection with SH1, also in Waikanae, traffic island planting will be removed and a streetlight column relocated to improve visibility for drivers turning right out of Ngaio Road.

Moeraki Road in Upper Hutt is to be widened to include a left and right turn bay. This will mean motorists turning left will no longer have to wait for those turning right on to State Highway 2. Islands are between north and southbound traffic are also to be installed at the intersection to assist pedestrians trying to cross SH2.

Meanwhile, queuing lanes at the SH1/Whitford Brown intersection in Porirua are to be lengthened, reducing the hazard to those using through lanes.

Land Transport Safety Authority

- *New Zealand Region Road Toll at 29 April 2003*

| REGION | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|---------------------|------|------|------|------|------|------|------|------|
| Northland | 43 | 27 | 39 | 35 | 46 | 27 | 36 | 8 |
| Auckland | 103 | 115 | 105 | 88 | 70 | 72 | 84 | 28 |
| Waikato | 81 | 98 | 78 | 94 | 99 | 85 | 57 | 23 |
| Bay of Plenty | 42 | 47 | 48 | 54 | 43 | 43 | 30 | 17 |
| Gisborne/Hawkes Bay | 30 | 39 | 34 | 25 | 32 | 20 | 18 | 14 |
| Taranaki | 9 | 17 | 15 | 18 | 15 | 17 | 13 | 2 |
| Manawatu/Wanganui | 58 | 54 | 39 | 44 | 42 | 45 | 28 | 14 |
| Wellington | 26 | 26 | 26 | 33 | 32 | 30 | 24 | 10 |
| Nelson/Marlborough | 13 | 17 | 20 | 14 | 13 | 13 | 22 | 4 |
| West Coast | 3 | 10 | 5 | 10 | 5 | 18 | 16 | 2 |
| Canterbury | 59 | 64 | 57 | 64 | 32 | 46 | 43 | 21 |
| Otago | 34 | 19 | 27 | 20 | 21 | 23 | 12 | 4 |
| Southland | 13 | 7 | 11 | 11 | 12 | 15 | 21 | 6 |
| NEW ZEALAND | 514 | 540 | 504 | 510 | 462 | 454 | 404 | 153 |

- *Wellington Region Road Toll at 29 April 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 | 1 |
| Lower Hutt | 7 | 6 | 3 | 6 | 6 | 4 |
| Wellington | 4 | 5 | 6 | 6 | 4 | 2 |
| Masterton | 3 | 2 | 1 | 2 | 0 | 1 |
| Carterton | 2 | 6 | 3 | 1 | 3 | 1 |
| South Wairarapa | 2 | 0 | 3 | 3 | 2 | 1 |
| Total | 26 | 33 | 32 | 30 | 24 | 10 |

- *Wellington Region Fatalities at 28 April 2003*

| Casualty Types | |
|-----------------------|---|
| Drivers | 5 |
| Passengers | 4 |
| Motor Cycle Riders | 1 |
| Motor Cycle Pillions | 1 |
| Pedestrians | 2 |
| Cyclists | 1 |

| Casualty Ages | |
|----------------------|---|
| 0-14 years | - |
| 15-19 years | 2 |
| 20-24 years | 2 |
| 25-39 years | 4 |
| 40-59 years | 5 |
| 60+ years | 1 |

- *Proposed Land Transport Rule: Dangerous Goods*

Submissions closed on 9 May 2003. This proposed rule updates and would replace *Land Transport Rule: Dangerous Goods 1999* (Rule 45001), which sets out the requirements for the safe transport of dangerous goods on land in New Zealand. The main reason for revising the existing rule is to make minor technical changes to bring New Zealand requirements into line with changes to the *United Nations Recommendations on the Transport of Dangerous Goods - Model Regulations*, and to align transport controls more closely with regulations made under the *Hazardous Substances and New Organisms Act 1996*.

The policy governing the transport of dangerous goods, reflected in the existing rule, would remain largely unchanged. However, one policy change, which is still under consideration, may result in changing the rule to allow drivers without a dangerous goods endorsement on their driver licence to drive a vehicle transporting dangerous goods, if they are accompanied by a passenger who does have a dangerous goods endorsement. The proposed rule also includes three exemptions as standard provisions, and clarifies a number of requirements in the existing rule.

- *Proposed Vehicle Equipment Rule*

The Land Transport Safety Authority is calling for submissions on a draft rule outlining the safety requirements for vehicle equipment items including speedometers, fuel tanks, child restraints, warning devices, sun visors, mudguards and exhaust systems.

Many of the proposals in the draft rule consolidate the requirements of existing law, while others suggest changes that would allow new technology like satellite navigation systems to be fitted in vehicles. The draft rule also proposes new requirements for fuel tanks and fuel lines.

Comment is also being sought on possible changes to the accepted standards for child restraints. The LTSA is proposing to continue the existing practice of accepting child restraints which comply with the approved vehicle standards of Australia/New Zealand, Europe and the USA - and proposes to approve a new Japanese standard for in-built child restraints.

Plunket and Safekids have suggested that only child restraints certified to the Australian/New Zealand standard should be allowed to be imported from the date the Vehicle Equipment Rule comes into force. The arguments for and against the Plunket/Safekids proposal are outlined in the overview of the draft *Vehicle Equipment Rule*.

The overview of the rule, an electronic submission form and questions and answers are available from the LTSA website, www.ltsa.govt.nz.

Closing date for submissions is 3 June 2003.

- *Joint Crash Reduction Programme*

A targeted road engineering programme has cut fatal crashes in half and reduced injury crashes by one third at over 2,300 sites around New Zealand, a study released this week by the Land Transport Safety Authority (LTSA) shows.

The latest data from the Joint Crash Reduction Programme shows a 50 percent drop in fatal crashes and a 34 percent drop in injury crashes at 2,366 sites where low cost engineering treatments have been carried out to improve safety. Sites are identified for improvement based on their crash history, with over ten years of "before and after" crash data analysed to measure the effects of the engineering treatments.

In addition to the before and after statistics from the treated sites, underlying crash trends within each local area are taken into account. Each site is assigned a comparison group to measure crash trends at similar sites before and after the works are implemented.

The crash reduction programme was established in 1985, with a monitoring system developed progressively since 1989 to gather crash data on sites which are investigated and treated. The programme is run as a partnership by local authorities, Transit New Zealand and the LTSA.

To date, a total of 4,169 sites have been studied and entered into the monitoring system, including 1,783 sites (43 percent) on state highways, with the remainder on local roads. Works have been completed at 2,421 of the sites, with data from 2,366 of these examined for the latest study.

Crash data up to 31 August 2002 estimates a total reduction of more than 7,100 injury crashes associated with the low-cost road works and other measures implemented at the 2,366 sites around the country.

The overview results of the latest crash reduction study can be viewed on-line at www.ltsa.govt.nz/publications/crash/overall-results-2003-03.html.

- *Overall injury crash reductions by LTSA region*

| LTSA Region | Sites used in analysis | Injury crash reduction |
|---|------------------------|------------------------|
| Northland/ Auckland | 722 | 32% |
| Waikato/ Bay of Plenty | 449 | 41% |
| Gisborne/ Hawke's Bay | 157 | 34% |
| Taranaki/ Manawatu/ Wanganui | 242 | 40% |
| Wellington/ Nelson/ Marlborough/ Kaikoura | 427 | 29% |
| Canterbury/ West Coast | 203 | 33% |
| Otago/ Southland | 166 | 37% |
| National total | 2366 | 34% |

- *Road Code On-Line*

The Land Transport Safety Authority website, www.ltsa.govt.nz, now provides an on-line version of the Official New Zealand Road Code for car drivers at no charge.

The on-line road code comprises over 100 pages covering the most important points of current New Zealand traffic law and explaining key safe driving practices. It includes hundreds of full colour diagrams and pictures to illustrate road rules and safe driving tips.

The printed version of the road code, including the full list of theory test questions for novice drivers and additional advanced safety tips, remains available for purchase from most book shops. Separate road codes for motorcyclists and heavy vehicle drivers are also available from bookshops.

The first edition of the New Zealand Road Code was published in 1937. An interactive CD-ROM version of the road code was first produced in 1997, and is now available in several languages.

- *Tougher Safety Belt Requirements from 1 April*

Tougher safety requirements for replacement safety belts came into force on 1 April 2003.

In most cases safety belts in front seats that fail Warrant of Fitness or Certificate of Fitness inspections will now have to be replaced with more modern webbing clamp safety belts.

Webbing clamp safety belts hold drivers and passengers more firmly in place in a crash with a mechanism which clamps onto the belt material to prevent slippage. The locking mechanism on older style retractor belts can allow some of the belt to slip in a crash, increasing the likelihood that vehicle occupants will be injured by a collision with the steering wheel or dashboard.

The new requirement is part of the *Seatbelt and Seatbelt Anchorages Rule*, approved by government last year.

Safety belts are inspected as part of regular warrant and certificate of fitness inspections, but damage can occur at anytime.

Common problems with safety belts include fraying and cuts to the belt material fading from prolonged exposure to sunlight, damaged buckles and belts which don't retract properly.

Any safety belt that has been worn in a serious crash should be replaced.

For more information on safety belts and the new requirements for replacement belts visit the LTSA website at <http://w.ltsa.govt.nz>.

- *Strait Road*
Copies will be available at the meeting.

Hutt City Council

- *Minor Safety Works Programme – All completed by end of April 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 – Works 80% completed by end of April 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 2003*

| <i>Project</i> | <i>Progress</i> |
|--------------------------------------|-----------------|
| ESOL Learner licence courses | Ongoing |
| Marae based learner licence course | Ongoing |
| Safe with Age courses | Ongoing |
| Kiwi cycling 3 | Ongoing |
| Host responsibility campaign 3 | Completed |
| Interschool road safety debate | Completed |
| Hutt City Driver Awareness programme | Still to do |
| Bike to work day | Completed |
| Family cycle ride | Completed |
| Buckle 'em up | Completed |

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” (St 3)
 - Driver Crescent “Local Area Traffic Management”
 - Rawhiti Road Traffic Calming
 - Longitude and Mainsail, Refuge Island,
 - Richard Street / Bay Drive, Islands
 - Grays Road, pedestrian refuge near Taupo Crescent.
 - Parumoana Street Pedestrian Crossing, nr Norrie St
- 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 included 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.

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.

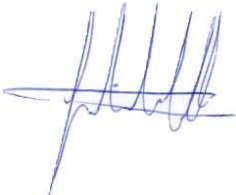
5. Recommendation

That the report be received.

Report prepared by:

Report approved by:

Report approved by:



Günther Wild
Access Planning Analyst

Joe Hewitt
Manager Access Planning

Dave Watson
Divisional Manager Transport