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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.

February 2003 update

Transit has begun further consultation with key stakeholders and interested and affected people, to determine whether or not to proceed to designation of the preferred route. A decision is expected to be made mid to late 2003.

As part of this consultation, an alternative western route (alongside Te Waka Road) has been proposed by local residents. Transit is investigating this route to identify environmental issues including noise and ecological affects, social, cultural and heritage impacts, and likely costs and benefits.

Transit's recently released Draft State Highway Programme, indicates this project to be a 'potential' project, as more investigation is needed.

- *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.

February 2003 update

The Environment Court approved the designation for the road in 2002. There were two appeals to this decision, which will be heard in the High Court 17-19 March 2003. Further work to be carried out includes obtaining resource consents, purchasing property and designing the road.

Transit's recently released Draft State Highway Programme, indicates the earliest this project could be designed is 2005/06 and constructed in 2006/07. This is a deferral of one year at current funding levels.

- *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.

- *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.

February 2003 update

Construction had been earmarked for funding this financial year, but until recently this had been in doubt due to planning and land purchase hurdles.

Transit has now cleared the last of these hurdles and can now begin construction.

Construction of this project is currently out to tender. Transit anticipates a contractor will be ready to begin work on-site soon after Easter 2003.

- *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.

February 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, a deferral of three years at current funding levels.

- *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.

February 2003 update

A draft summary report of this strategy study will be presented to the Transit Authority in March, and then discussed with the Kapiti Coast District Council. Once the long-term option is agreed upon, the local community will be advised.

Transit's recently released 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, 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.

February 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 funding for the remaining two stages of the work, costing \$27 million, was received in September 2002.

Preparatory construction work got underway last month on the second stage of the project (for work north of James Street to the vicinity of the Plimmerton Weigh Station). Earthworks will commence in March 2003, and the project is expected 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). Work is continuing with necessary land negotiations for this work.

- *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.

February 2003 update

Transit has recently resolved the last of the appeals to the designation. Transit 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. 40,000 plants were established last spring.

The planting programme for 2003 covers 44,300 m² (the largest to date), and is costing \$243,000.

Transit's recently released Draft State Highway Programme, indicates this project to be a 'potential' project, as more investigation is needed and funding is not clear.

Greater Wellington Regional Council

- *Urban rail capital improvements*

The Council has now a month by month contract with Tranz Rail for Tranz Metro Wellington services. Tranz Rail are still publicly stating its intention to sell Tranz Metro Wellington. These circumstances make it impossible for the Council to progress much delayed urban rail capital projects. The extension of the rail services to Waikanae, the construction of new stations at Lindale and Raumati South as all further delayed until at least 2004/05.

The Porirua bus/rail interchange is included in the Porirua City Council and the Greater Wellington Regional Council programmes for 2003/04.

Kapiti Coast District Council

- *Western Link Road*

A High Court hearing is set for 17-19 March 2003 to review the Environment Court decision on the designation.

(ii) Hutt Corridor

Transit New Zealand

- *SH2 Te Marua Curves improvements*

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

February 2003 update

Transit is currently obtaining required signatures for non-notified resource consent and designation applications.

Transit's recently released Draft State Highway Programme, indicates the earliest this project would be constructed is 2004/05, a deferral of one year at current funding levels.

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

upgrade a 5km-length of State Highway 58 to four lanes with a median barrier.

This project addresses the poor crash record on the section of State Highway 58 from the Dry Creek Quarry to Harris Road.

February 2003 update

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

Transit is working to resolve these.

Transit's recently released 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, when funding, in the order of \$25 million, is available. In the meantime, Transit is installing a median barrier along State Highway 58. 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.

February 2003 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 with appellants. To date, two have been resolved. A hearing with the Environment Court is set down for early May 2003. Design work on the project has commenced, as have property purchases.

Transit's recently released Draft State Highway Programme, indicates the earliest this project would be constructed is 2008/09, a deferral of five years at current funding levels.

Greater Wellington Regional Council

- *Hutt bus review*
Tenders are out for the key services supported by the Hutt bus review. These services should be operational from April 2003. Other services will be tendered later in the year for a start date of October 2003.
- *Refurbish Upper Hutt and Petone railway stations*
The paper work necessary to transfer the Petone station land to Hutt City Council has only just been finalised. Tenders for the construction of the station building will then be sought with construction still able to start before 30 June 2003.
- *Hutt corridor plan*
The Hutt corridor plan hearing of submissions has been postponed from February to early April.

Hutt City Council

- *Valley Floor Connector*
Hutt City Council is currently investigating the ability of its local road network to provide better accessibility to SH2. Problems accessing SH2 have been frequently cited by the Gracefield/Seaview business communities and it is seen as vital to the economic well being of the Hutt Valley that significant improvements are brought about. Both the Dowse and Melling proposed grade separations have been included in the analysis which also examines the ability of new links and upgrades to the key components of the local network to relieve traffic levels on the Esplanade.

A significant proportion of local industries within Lower Hutt have been questioned on existing vehicle fleet sizes, delivery and operational profiles and route choice information. This has assisted in understanding current vehicle movements and delivery patterns.

Use has been made of the Hutt traffic model for modelling future scenarios with initial results showing the relative insensitivity of new measures and intersection upgrades to reduce traffic on the Esplanade.

The study is due to be completed by April 2003.

(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.

February 2003 update

The councils 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, a deferral of three years at current funding levels.

- *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.

February 2003 update

The Transit Authority has approved a scheme to provide a 60km/h speed environment along this section of the highway. Transit is now seeking resource consents and Notice of Requirement, after which time the project will be reconsidered by the Transit Authority.

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 Kaitoke realignment, costing \$14.2 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.

February 2003 update

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

Greater Wellington Regional Council

Please refer to Report 03.104 in this order paper for GW's update.

(iv) **Porirua to Hutt Valley**

Greater Wellington Regional Council

Hearing of the submissions on the Hutt Corridor Plan is scheduled for 7 and 9-11 April 2003.

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, and extensive landscaping would be carried out.

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.

February 2003 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 heard by the Environment Court in October 2002 and February 2003. The judge signalled a decision should be made within two months, by mid April 2003.

Transit's recently released Draft State Highway Programme, indicates the earliest this project would be constructed is 2005/06, a deferral of two years at current funding levels.

Greater Wellington Regional Council

- *Lambton bus/rail interchange*
The Lambton bus/rail interchange is to be officially opened on 2 April 2003.
- *Pedestrian linkages from Wellington station to CBD*
As part of the Lambton interchange development pedestrian canopies have been erected from the railway station entrance to Bunny Street.
- *Bus priority through the CBD*
The Hunter Street bus priority scheme has been implemented with major time savings for buses and other traffic.

The Lambton bus only southbound lanes have been coloured green and marked appropriately. Northbound bus routes have also been painted green but not designated as bus only lanes.

vi) **Wellington South to the Airport**

Nothing to report.

3.2 Reporting against objectives, policies and performance indicators

i) **Accessibility and economic development**

Transit New Zealand

Draft 10-year programme of improvement works to state highways is currently out to consultation with the RLTC and others, until 31 March 2003.

Upper Hutt City Council

Upper Hutt City are reviewing their cycle network.

ii) **Economic efficiency**

Nothing to report.

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 south of the Transpower Substation.

It will separate traffic from oncoming vehicles, minimising the risk of head-on crashes.

Design is underway and construction will begin this autumn.

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.

Land Transport Safety Authority

• *New Zealand Region Road Toll at 25 February 2003*

REGION	1996	1997	1998	1999	2000	2001	2002	2003
Northland	43	27	39	35	46	27	36	3
Auckland	103	115	105	88	70	72	81	9
Waikato	81	98	78	94	99	85	57	13
Bay of Plenty	42	47	48	54	43	43	30	7
Gisborne/Hawkes Bay	30	39	34	25	32	20	18	4
Taranaki	9	17	15	18	15	17	13	2
Manawatu/Wanganui	58	54	39	44	42	45	28	10
Wellington	26	26	26	33	32	30	24	4
Nelson/Marlborough	13	17	20	14	13	13	22	2
West Coast	3	10	5	10	5	18	16	2
Canterbury	59	64	57	64	32	46	43	5
Otago	34	19	27	20	21	23	12	1
Southland	13	7	11	11	12	15	21	2
NEW ZEALAND	514	540	504	510	462	454	404	64

- *Wellington Region Road Toll at 25 February 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	1
Wellington	4	5	6	6	4	1
Masterton	3	2	1	2	0	1
Carterton	2	6	3	1	3	0
South Wairarapa	2	0	3	3	2	0
Total	26	33	32	30	24	4

- *Wellington Region Fatalities at 25 February 2003*

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

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

- *Heavy Vehicle Rule: Consultation Paper and Vehicle Load Security Rule: Consultation Paper*

The draft *Heavy Vehicles Rule* contains details of proposed requirements for load securing anchor points for lashings, load covers, animal crates and container restraining devices. It is intended to complement the load securing requirements that would be contained in the proposed *Vehicle Load Security Rule*.

The *Vehicle Load Security Rule: Consultation Paper* recognises that load security has improved significantly over the last 10 years. The paper seeks comments on whether possible further improvements in load security should be achieved by research and education or by new requirements to be incorporated into the *Vehicle Load Security Rule*. Some of the improvements relate to:

- Setting specific scientifically-based performance measures for load securing systems
- Permitting qualified engineers with LTSA certification to approve load securing systems that meet the proposed performance measures

- Better managing loads that can shatter (such as glass) and loads that can shed pieces in transit (such as bark from logs – this has already been raised with the logging sector)
- Managing better solid loads (such as pallets) that can move inside a vehicle
- Clarifying the relationship between the Australian/New Zealand standards for lashing strengths and the New Zealand *Truck Loading Code*
- Considering the extension of liability for insecure loads beyond the vehicle operator to other person(s) who have packed the load on the vehicle, in a container or on a pallet. (An amendment to the *Land Transport Act 1998* would be needed to allow this change.)
- Considering whether better management of light vehicle loads (for example: those carried by cars, utes, vans and their trailers) is required. Some of the advice in the *Truck Loading Code* may be useful for light vehicle loads. (The *Truck Loading Code* would continue as the main document setting out specific load securing requirements for heavy vehicles.)

The closing date for comments on both draft rules was 28 February 2003.

- *Traffic Control Devices Rule: Consultation Paper*
The Land Transport Safety Authority is calling for submissions on a draft rule covering traffic signs, signals, road markings and other devices used to instruct road users.

The draft *Land Transport Rule: Traffic Control Devices (54002)* is open for public consultation, with submissions closing on 22 April 2003.

The rule aims to ensure that traffic control devices are uniform in appearance and are used consistently throughout New Zealand. It establishes minimum standards for traffic control devices and specifies who may authorise, install or remove them.

The rule proposes to give road controlling authorities more accountability for traffic management and more scope to take local conditions into account when installing or removing traffic control devices.

Specific changes are proposed to increase the consistency of road markings on multi-lane roundabouts, requiring all traffic entering or leaving the roundabouts to follow a clearly marked path in order to reduce crashes.

- *Road Safety Strategy 2010 Regional Outcomes to 2004*
The Road Strategy 2010 has identified regional outcomes to 2004 that should be adopted and incorporated into the Regional Road Safety Strategy. Regional targets for 2010 have not been formalised yet, as these may vary due to possible allocation etc. This should not preclude the Regional Council from developing some regional targets for 2010.

	Deaths plus Hospitalisations	Deaths plus Hospitalisations for over 1 day
	Av 00/01	2004
Northland	464	440
Auckland	2414	2120
Waikato	774	740
Bay of Plenty	497	490
Gisborne	80	70
Hawkes Bay	260	250
Taranaki	135	120
Manawatu/Wanganui	407	390
Wellington	324	320
Nelson Marlborough	141	140
West Coast	92	90
Canterbury	699	700
Otago	256	250
Southland	166	150

- *Strait Road*
The attached issue of Strait Road (**attached separately**) highlights some of the community based road safety activities undertaken in the Wellington Region.

Hutt City Council

- Minor Safety Works Programme – Commencing in February 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 – commencing in February 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	Still to do
Buckle 'em up	Still to do

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 includes a cycleway
 - 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 includes a cycling route.

vi) **Network balance**

Nothing to report.

3.3 Other Issues

Upper Hutt City Council

- Preparing a report for Council on funding a joint transportation study with Transit New Zealand on SH2 between Silverstream and Maoribank in the 2003/04 annual plan.
- Study reviewing cycle network still proceeding.

- Capacity studies for Moonshine Hill Road and Akatarawa Road complete. Economic Study on possible benefits to Upper Hutt from upgrading Akatarawa Road commenced.
- Modifications to the Moeraki Road/SH2 intersection and extension of the 70kph speed limit on SH2 from Akatarawa Road to Norana Road to be implemented by Transit New Zealand.
- Hillside Drive traffic calming study proceeding.
- Norana Road traffic calming approved by Council.
- New bus shelter erected on Norana Road.

4. Communications

There are no relevant communication matters.

5. Recommendation

That the report be received.

Report prepared by:

Report approved by:

Joe Hewitt

Manager Access Planning

Dave Watson

Divisional Manager Transport

Attachment:

1. Strait News newsletter produced by LTSA (attached separately)