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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 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.

November 2003 update

All physical works are now underway, with work in Mana Esplanade commencing in August.

The final works required to complete the duplicate bridge include guardrail installation and the completion of the walkway at the south end of the bridge. This is expected to be completed this month (November 2003). Construction of the approaches to the bridge will be undertaken in the first half of 2004.

Progress at the northern end of the works, has been slowed down by the wet weather.

- *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.

November 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 1.3 km north of Paekakariki.

Transit is proposing to construct a 120m-long bridge over the railway line at MacKays, straighten the road about 1 km 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.

November 2003 update

The State Highway Plan indicates that construction will commence on this project during the 2003/04 year, however, property purchase has delayed the tendering process.

- *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 (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 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, held in July, dismissed the appeals.

November 2003 update

Three appeals against the Environment Court decision have been lodged with the High Court. A hearing date for these is yet to be confirmed.

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 North Otaki to Peka Peka upgrade*

Transit has progressed further investigation and consultation for a preferred route for a four-lane expressway between north of Otaki and Peka Peka Road.

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.

November 2003 update

After consulting widely with key stakeholders, the decision not to designate the route at this time was made at the September Transit Authority meeting.

This project is still listed as a potential project in the 10-year plan but it is unlikely that any further work will begin for a least a decade.

- *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.

November 2003 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 condition of the designation. A further 40,000 native plants were planted during August and September 2003. Small infill planting will be done next winter.

The State Highway Plan 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 completion in March 2004.

Kapiti Coast District Council

- *SH1 Western Link Road*

In relation to the appeal on the designation to the High Court, there will be procedural conference this month with the date for the hearing likely to be set next month. It is unlikely that the hearing will be before late February.

Greater Wellington Regional Council

- *Urban Rail Capital Improvements*

The urban rail ownership issue has been resolved by Toll Holdings taking ownership of Tranz Rail and the government owning the track. This should enable the Council to move forward, find an urban rail operator and with Transfund New Zealand's support start planning for the long overdue capital rail projects along the corridor.

(ii) Hutt Corridor

Transit New Zealand

- *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.

November 2003 update

All appeals have now been resolved. Design work is due to finish this month (November 2003). A number of properties are still to be acquired and compulsory acquisition may be necessary for some of these.

The State Highway Plan indicates a start on construction in 2005/06.

- *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.

November 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, however, is committed to the major realignment of the road, once funding (\$25 million) is available. In the meantime, a median barrier along State Highway 58 has been installed to improve safety along the road, particularly to significantly reduce the number of head-on crashes.

- *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.

November 2003 update

The applications for non-notified resource consent and designation have been lodged. Design funding has been approved and will commence shortly. Construction is scheduled to begin in 2004/05.

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 final study report recommends that the preferred option is the construction of a valley floor connector on the Wakefield St/Railway Corridor alignment. However, a low BCR of 1.4 means that it is neither economically viable nor affordable in the current funding environment. It is therefore recommended that this option be part of the long term strategy for Hutt City. The option is dependent on the agreement of the rail corridor owner and the ultimate replacement of the Ava Rail Bridge with a shared rail/road bridge.

The report recommends that a further study be undertaken to identify interim traffic management measures that could be put in place following the construction of the Dowse Interchange. This further study will be undertaken in the 2004/2005 year.

Council has not yet formally considered the Valley Floor Connector Study report. It will be formally considered following completion of and in conjunction with the Interim traffic Measures Report in 2004/2005.

Greater Wellington Regional Council

- *New Hutt Bus Services*

The new Hutt Valley bus services started on Labour weekend. There is a 60% increase in bus kms. The service was launched using the slogan "More buses, more places, more often".

- *Refurbishment of Upper Hutt and Petone Stations*

Construction of the new Petone Station is on track and will be officially opened early next year. The Land Transport Management Bill, as reported back to parliament, will enable the Greater Wellington Regional Council to honour its agreement with the Hutt City Council to resume ownership of the station once the law allowed.

Improvements to Upper Hutt station still await the appointment of a new rail operator.

- *Hutt Corridor Plan*

The Committee's order paper for today covers this subject.

(iii) Wairarapa Corridor

Transit New Zealand

- *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, 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.

November 2003 update

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

- *SH2 Waiohine Bridge replacement*

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

November 2003 update

Approval has now been given to proceed with this project and Transit is in the process of obtaining Resource Consents and progressing Land Purchase Agreements.

On-site geotechnical investigations will be done prior to Christmas. The State Highway Plan indicates this project will be designed in this financial year (2003/04) with construction in 2004/05.

- *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.

November 2003 update

The Transit Authority 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. Design is scheduled for 2005/06 and construction in 2006 /07.

Greater Wellington Regional Council

- A report on the public consultation on the Wairarapa corridor plan is on the Committee order paper for this meeting.

(iv) Porirua to Hutt Valley

Nothing to report.

(v) 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.

November 2003 update

On July 30 the Environment Court dismissed two appeals against the archaeological authorities for the Bypass granted by the New Zealand Historic Places Trust in May 2002.

The court's decision – which was the last remaining consent required for the bypass - was released after hearings held in October 2002 and February 2003. However, one of the appellants, Campaign for a Better City, has lodged an appeal of this decision to the High Court. It is expected this hearing will take place in December, together with a Judicial Review of the Historic Places Trust procedures.

The Bypass is also currently one of six major state highway projects being currently reviewed against the Government's New Zealand Transport Strategy, and the provisions of the Land Transport Management Act, once enacted.

The independent review panel is aiming to complete its work by mid November, ahead of the Transit New Zealand Authority's December meeting.

The State Highway Plan provides for an immediate start on the project with funding available from 2003/04 onwards.

(vi) Wellington South to Airport

Nothing to report.

(vii) Totara Park Bridge Widening

Upper Hutt City Council

The viability of this project being reviewed at Transfund's request. At this stage it is likely to be cancelled.

(viii) River Rd Transportation study

Upper Hutt City Council

Joint study with Transit who are also the project manager. Brief being prepared.

(ix) Transmission Gully

Porirua City Council

• *Submission*

Participation in Western Corridor sub Committee

Promotion of benefits of the Transmission Gully motorway project to Porirua City, and their inclusion in benefit of cost calculations. Initial

meeting with GWRC officers to determine how benefits to the Porirua network of Transmission Gully motorway project could be of value.

3.2 Reporting against objectives, policies and performance indicators

(i) Accessibility and economic development

Porirua City Council

- *New Bus Stops*
Kenepuru Drive (for Viard College Students).

Greater Wellington Regional Council

Greater Wellington Regional Council and Wellington City Council are providing bus only lanes and other improvements along the south to north inner city bus route to reduce bus travel times.

(ii) Economic Efficiency

Nothing to report.

(iii) Affordability

Nothing to report.

(iv) Safety

Hutt City Council

- *2003/2004 minor safety, lighting improvements and road safety programmes are currently being developed.*

Porirua City Council

- *Road Safety programme 2003/2004:*
 - Corner Control
 - Taniwha (Child Pedestrian)
 - Supporting Teenagers
 - Learner Licence training
 - Code Red
- *Minor Safety Works 2003/2004:*
 - Castor Crescent LATM
 - Ngatitua School intersection improvements
 - Speed Hump Te Motu Road
 - Belmont Road corner (sight distance improvements)
 - Kerb extensions, Piko Street, steps to highlevel footpath
 - Traffic calming Richard Street & Wanake Street
 - Motuhara Road Traffic calming

Road Accident Investigation Team - investigating a number of frequent accident sites.

Road Safety Community Consultation Committee.

Land Transport Safety Authority, Wellington Regional Office

New Zealand Region Road Toll at 3 November 2003

REGION	2000	2001	2002	2003
Northland	40	25	27	29
Auckland	59	54	74	69
Waikato	80	62	53	58
Bay of Plenty	31	37	23	45
Gisborne/Hawkes Bay	26	18	13	29
Taranaki	12	12	10	9
Manawatu/Wanganui	34	38	22	27
Wellington	27	27	16	27
Nelson/Marlborough	9	9	18	14
West Coast	3	16	11	4
Canterbury	29	37	40	46
Otago	16	21	10	19
Southland	9	12	18	14
NEW ZEALAND	375	368	335	390

Wellington Region Road Toll at 3 November 2003

WELLINGTON REGION	1998	1999	2000	2001	2002	2003
	Total	Total	Total	Total	Total	Total
Kapiti Coast	4	9	7	10	6	1
Porirua	2	3	7	2	3	0
Upper Hutt	2	2	2	0	0	3
Lower Hutt	7	6	3	6	6	7
Wellington	4	5	6	6	4	5
Masterton	3	2	1	2	0	5
Carterton	2	6	3	1	3	2
South Wairarapa	2	0	3	3	2	4
Total	26	33	32	30	24	27

Wellington Region Casualties (by type) at 3 November 2003

Casualty Types	
Drivers	14
Passengers	8
Motor Cycle Riders	1
Pedestrians	4
Pedal Cyclists	0

Casualty Ages	
0-14 years	1
15-19 years	6
20-24 years	4
25-39 years	7
40-59 years	7
60+ years	2
Unknown	0

- *Road Safety to 2010 Strategy*
The Road to 2010 Strategy was released by the Minister of Transport in October 2003.

The Road Safety to 2010 strategy provides the direction for road safety in New Zealand to the year 2010.

It sets goals to reduce deaths and hospitalisations by 2010 and draws together the Government's overarching approach to meeting the goals.

The strategy builds on what has worked already and sets out ongoing and increased efforts for the future.

Last year government introduced the first steps of the strategy - a range of new initiatives and extra funding for education, engineering and enforcement. Work is currently underway on the implementation of the strategy's next set of measures.

The Road Safety to 2010 strategy provides the strategic direction for significantly reducing deaths and injuries on our roads.

The strategy is held together by three key areas of action - education, engineering and enforcement.

It recognises that we cannot rely on action in only one area to make a difference.

We must use the power of education to improve behaviour, and in turn, attitudes. We must make the roads themselves safer, and we must give police the tools they need to target dangerous driving behaviour like speeding and drink driving.

Regional breakdown for the road deaths and hospitalisation goals

	2004 Deaths plus hospitalisations not exceeding	2004 Deaths plus hospitalisations of more than 1 day not exceeding	2004 Deaths plus hospitalisations of more than 3 days not exceeding
Northland	440	200	120
Auckland	2,120	840	600
Waikato	740	420	320
Bay of Plenty	490	270	160
Gisborne	70	40	30
Hawkes Bay	250	140	100
Taranaki	120	70	50
Manawatu– Wanganui	390	240	160
Wellington	320	200	120
Nelson–Marlborough	140	80	50
West Coast	90	40	20
Canterbury	700	380	260
Otago	250	150	100
Southland	150	100	60

- *The key features of the strategy*

In line with the three Es of road safety, there are eight key action areas:

- Engineering safer roads
- New and better targeted education initiatives
- Dealing with serious offenders
- Combating drink driving
- Reducing speed
- Encouraging the use of safety belts
- Improving safety for pedestrians and cyclists
- Improving the vehicle fleet

Work will also continue in other areas such as heavy vehicle safety, trauma management, safety for motorcyclists and investigating measures against driving under the influence of illegal drugs.

- *What has been done already?*

Highlights from the past decade include:

- Roading improvements at over 2000 accident black spots – resulting in a 50% drop in fatal crashes in those sites
- Major state highway works including construction, four laning and passing lanes
- The fitting of median barriers on all motorways with over 20,000 vehicles a day
- A skid resistance programme
- Spending 25% of the overall state highway budget on safety
- Introduction of compulsory breath testing – which in combination with other measures - has seen an estimated 57% cut in fatal drink-driving crashes since 1992
- Hard hitting advertising campaigns - independent analysis estimates that in combination with other measures 300 lives have been saved as a result of the campaigns
- Roadside vehicle impoundment for disqualified and unlicensed drivers
- Establishment of the highly visible Police Highway Patrol - an additional 183 patrol cars and 225 staff on the roads
- Improvements in vehicle safety standards, including the requirement for all passenger cars to meet approved frontal impact standards

- *What new measures are being introduced as part of Road Safety to 2010?*

Road Safety to 2010 is a living strategy. Several new activities and pilot schemes are already being implemented – including the first steps in the 2010 strategy announced in September 2002. Another package of initiatives for the second stage of the strategy is under development.

Activities which form part of the strategy include:

- A programme encouraging road controlling authorities to adopt Safety Management Systems, which entails taking responsibility for the safety management of their local roading networks. Draft guidelines with examples and a development process for safety management systems have been released for feedback. The LTSA is currently considering that feedback and expects to release final guidelines next month (November)
- The development of innovative engineering solutions focusing on relatively low cost strategic safety improvements on the state highway network, including the use of median cable barriers and clearing roadside hazards
- Giving road controlling authorities and their engineering consultants desktop access to the LTSA's Crash Analysis System in an effort to better target resources for road improvements
- The development and implementation of a safety framework for walking and cycling
- Piloting community based safety improvements to the road environment for pedestrians and cyclists
- The development of a heavy vehicle safety strategy
- The development of a revised Community Road Safety Strategy
- Increased coverage of the Roadsense AtaHaere primary school education programme from 650 schools in 2003 to 1000 in 2004
- More resources for police to target rural drink driving, Auckland motorways and heavy vehicle safety
- Two novice driver education trials - one testing potential changes to the graduated driver licensing system for novice drivers and the other encouraging young drivers to accumulate a minimum number of supervised driving hours
- Leasing and delivery of more booze buses, police vehicles, lasers and radars and the appointment of additional strategic capability staff in the Police

- New advertising campaigns targeting failure to give way and the wearing of safety belts
- The implementation of community based projects targeting motorcycle safety and supported by publicity
- A review of New Zealand's system of administrative penalties (those that don't involve the court system) for road safety offences, including repeat offences

More information on projects put in place by the National Road Safety Committee can be found on <http://www.ltsa.govt.nz/strategy-2010/2010-project-update-2003-07.html>.

- *Safe Routes*

The Safe Routes programme builds on experience gained through the Safe Routes to School initiative and other similar projects. The overall aim of the Safe Routes programme is to provide safe routes in communities where pedestrians and cyclists, of all ages, are shown to be at *high-risk* of injury.

We intend to do this by initiating 3 projects, in different communities throughout NZ, per year (until 2010). The aim of the community projects will be to identify and design a package of integrated interventions that will specifically address locally identified risk factors. These interventions may involve engineering, educational, enforcement and promotional initiatives.

- *Vehicle Emissions Rule Development*

The rule will ensure that all vehicles entering New Zealand are manufactured to a recognised international emissions standard. The rule will be phased in from January 2004. This will allow the industry time to pre-order vehicles that meet the new requirements and will take account of the improving fuel quality in New Zealand over the next few years. Vehicles already in New Zealand will not be affected.

This new rule is a key step in helping to reduce related illnesses and fatalities due to vehicle emissions. While many imported new and used vehicles are already manufactured to vehicle emissions standards, some are not. This rule will ensure that New Zealand doesn't become a dumping ground for vehicles that are not built to a European, American, Australian or Japanese emissions standard.

This rule will ensure that all vehicles entering this country are at least built to a standard that enables them to run efficiently and cleanly on New Zealand fuel.

- *Public Attitude Survey 2003*

The 2003 survey of public attitudes to road safety is the latest in a series that began in 1974 and have been conducted annually since 1994. Face-to-face interviews with respondents representative of the

New Zealand population aged 15 and over are conducted in towns, cities and rural areas throughout the country in May and June of each year. In 2003, interviews were conducted with 1,640 people, 1,450 of whom held drivers' licences.

As in years past, the 2003 survey showed strong support for police enforcement, with 92 percent of respondents saying police effort into catching people breaking road safety laws should remain at current levels (44 percent) or be increased (48 percent). Just six percent said there should be less police enforcement.

Seventy-nine percent of those surveyed agreed that enforcing the speed limit helps lower the road toll. Nearly two-thirds supported the use of speed cameras, with 65 percent saying they help to lower the road toll and 63 percent saying they are operated fairly.

The 2003 public attitudes survey also shows a very high level of support for road safety advertising and publicity, with 94 percent saying it should be increased (44 percent) or remain at current levels (50 percent), and just five percent saying it should be decreased.

Other survey results show that 82 percent of New Zealanders agree that compulsory breath testing helps to lower the road toll, 69 percent of drivers were stopped at an alcohol checkpoint in the previous year, 87 percent agree that automatic loss of licence is a fair penalty for driving 150km/h on the open road, 16 percent of drivers had received a speeding ticket in the previous year and six percent often or always drove short trips without wearing a seatbelt.

Public attitudes surveys are one of several measures (including crash data and surveys of road user behaviour) used in the evidence-based evaluation of road safety programmes in New Zealand.

Full details of the survey can be found on the LTSA website, at www.ltsa.govt.nz.

Transit New Zealand

- Transit has completed the installation of a wire rope median barrier along State Highway 58 over Haywards Hill. Designed to improve safety and reduce the high number of head-on crashes from the top of Haywards Hill near the reservoir to just northwest of the Transpower substation, it is already working well. During the last five years there were 19 injury-causing crashes along this stretch of road. Of these, 12 involved vehicles crossing the centre line and colliding with oncoming traffic and five of these resulted in fatalities. In the two months the barrier has been in place, it has been hit three times but potential fatalities from head-on crashes have been averted.

- Transit has 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.
- Transit also received recently additional funding for minor safety works – over and above the \$600,000 already allocated for minor safety improvements throughout the region this year. The additional \$592,000 will be spent on a myriad of minor safety works including shoulder widening uphill at Badco curve on SH2 and the installation of brighter (and hugely energy efficient) LED traffic signals at several intersections in the Hutt Valley on SH2.

(v) Sustainability

Porirua City Council

- Plimmerton – Pukerua Bay Cycleway/footpath, Stage 1 opened April 2002. This project won the ‘Best Cycle Facility Project’ Award at the Cycling Advocates Network’s Cycle-Friendly Awards.
- Scoping Transportation network review of Porirua City
- Looking at connection between Aotea Block and City Centre/Porirua East
- Review of City Centre transportation network to form long term view for network connections
- Cycleway through Pukerua Bay
- Cycleway Bridge, Pukerua Bay
- Cycling / Walking promotion brochure

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 Centennial Highway from Paekakariki to Pukerua Bay (completed)
 - SH1 Wellington Inner City Bypass
 - 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

- Incorporation of cycle lanes into the Lindale intersection improvements
- Funding requests for three further cycle projects included in the 3-year plan have been brought forward. These are at Kapiti on SH1 (including a cycle path beneath the Waikanae rail overbridge), improved pedestrian/cycling facilities at several intersections in the Hutt Valley on SH2 and new cycle facilities in Masterton.

(vi) Network Balance

Porirua City Council

Investigation into connections to Transmission Gully from Porirua network City Centre Traffic Study – in final consultation phase.

3.3 Other Issues

Upper Hutt City Council

Traffic calming on Hillside Dr planned to commence towards end of financial year. Consultation has been completed.

Porirua City Council

Public transport

Working with Mana Coach Services on revised bus routes.

4. Communications

There are no relevant communication matters.

5. Recommendation

That the report be received.

Report prepared by:

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