

Report 05.429
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Committee Regional Land Transport
Author Leonie Waayer, Policy Advisor

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. Significance of the decision

The matters in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3) (b) of the Local Government Act 2002.

3. 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.

4. Comment

4.1 Reporting against named proposals

4.1.1 Western corridor

(a) Transit New Zealand

SH1 Western Link Road

The proposed Western Link Road is a joint project with Kapiti Coast District Council to build a parallel route to SH1 between Peka Peka (north

of Waikanae) and Poplar Avenue (in Raumati). This parallel route would free up both the congested highway and local roads.

August 2005 update

Further investigation work including a LTMA review, design review, cost update and project economics update is underway, followed by resource consent and Historic Places Trust authority applications.

Transit and KCDC are continuing to work closely on this joint project, in consultation with the community through KCDC's LTCCP process.

SH1 Lindale Underpass

This project included building an underpass linking two side roads and providing on and off ramps for the highway, just north of Paraparamu. The new underpass will significantly improve safety along SH1 just south of the Lindale complex.

August 2005 update

The project was completed early August 2005.

SH1 MacKays Crossing improvements

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on SH1, 1.3 km north of Paekakariki.

Transit is proposing to construct a 120m-long bridge over the railway line at MacKays, straighten the road about 1km south of the railway crossing, and build new accesses to Queen Elizabeth Park and Whareroa Farm.

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

August 2005 update

This design and build contract, awarded to Fulton Hogan, commenced on site in October 2004. Earthworks are continuing with the Southern approach, North Bound on Ramp and the railway overbridge abutment walls well underway. There was an extremely successful official planting session on June 5th with GWRC and the local community.

SH1 Plimmerton to Paremata upgrade

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

The improvements include building a duplicate bridge at Paremata, modifying the Paremata roundabout and building a new roundabout north of Plimmerton. Clearways will be created along Mana Esplanade 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 Pukerua Bay and Plimmerton.

August 2005 update

The duplicate bridge has been completed and is open to two lanes of northbound traffic. Four lanes north of the Plimmerton roundabout were opened to traffic in December 2004.

The following key activities are currently being carried out:

- Installation of traffic signal poles along Mana Esplanade and at Steyne Avenue and Grays Road
- Construction of retaining wall opposite Steyne Avenue
- Construction of retaining wall and acoustic fence Grays Road to Steyne Avenue
- Construction of mini-roundabout in SH58.

Western Transport Corridor

The Western Corridor Transportation study aims to develop an integrated transportation plan for the Western corridor between Ngauranga Gorge and Peka Peka.

August 2005 update

Transit is continuing planting along the Transmission Gully corridor to mitigate any adverse environmental effects associated with large earthworks as a condition of the designation.

Work to review the construction cost estimate was completed in March 2004. A review of the Western Transport Corridor (short, medium and long term requirements between Ngauranga and Peka Peka) commenced in September 2004 and is well underway. The study is considering all viable alternatives including increased road, passenger transport and freight capacity as well as travel demand management. Transit and the Greater Wellington Regional Council are carrying out the Review, which is expected to be completed in late 2005.

The Transit Board has agreed at its July'05 meeting to accept the West Transcorridor study as suitable for formal submissions and hearings. Significant conditions need to be met before any final decision is made on preferred route.

Centennial Median Barrier (CMB)

The CMB is a project aimed at improving the safety of the coastal section of SH1 between Paekakariki and Pukerua Bay.

August 2005 update

The contract was awarded in February 2005 to Fulton Hogan Ltd. Since then a full topographical survey has been completed as well as targeted geotechnical investigations. The initial consultation phase with key stakeholders has also been completed. Further option development will continue in the next few months. Progress will be reported to the Transit Board before the end of year.

(b) Greater Wellington Regional Council

Urban Rail Capital Improvements

Work has started to develop a Western Corridor rail implementation plan to take account of the likely outcome of the Western Corridor review study. Public transport improvements in the corridor are likely to be promoted in advance of any road capacity increase.

(c) Wellington City Council

Westchester Drive to Middleton Road

Negotiations with affected landowners over land purchase are continuing with construction currently scheduled for the 2006/7 financial year.

John Sims Drive Completion

Consultation with affected residents is about to commence with construction scheduled for the 2005/06 financial year.

Access to “Takapu Island”

Development proposals are advancing for “Takapu Island”, the area of land between the motorway and railway line at the Tawa Interchange. This area was identified in the Northern Growth Management Framework as suitable for mixed use development and also as a potential site for park and ride use. Current development proposals allow for these possibilities but are dependant on a solution being found for suitable access to the development site. WCC are supportive of development of the area because it meets Framework objectives but need Transit approval of the possible access options. Resolution of these technical problems is becoming increasingly important if development is to proceed.

(d) Kapiti Coast District Council

Western Link Road

The High Court previously overturned the two appeals to the earlier Environmental Court approval of the Western Link Road designation. There were no appeals to the High Court decision. Conditions of the designation are still to be settled. A mediation session with the Environment Court was held on 1 August, and following further work identified at that session, a second mediation date has been set for 26 August.

KCDC are carrying out a design review, the first stage of which is complete, and was presented to the Council on 10 August (a detailed report is available). This review considers the road design in the context of the LTMA and LGA (through the community outcomes set in the LTCCP), and will result in a preferred design to be taken forward to the application for resource consents and Historic Places Trust approvals.

The Council adopted a suite of recommendations relating to refinement of the design of the road to be taken forward to the next stage. The next stage is to re-estimate the cost of the project, update project economics, refine

the staging and programme to complete, and to refine funding arrangements for the project. This is to be reported to the Council on 29 September.

(e) Porirua City Council

Transmission Gully

Participation in Western Corridor steering group. Identification of effects of TGM and Coastal Route upgrade on Porirua City and ensuring that comparison of options considers all aspects and implications.

4.1.2 Hutt Corridor

(a) 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.

August 2005 update

Property purchase is now substantially complete and Transit's 10-year state highway forecast has confirmed a 2005/06 construction commitment.

Work is now ongoing to finalise outstanding design issues and prepare a funding application which we are currently looking to submit for approval in November 2005. Once approved a formal tendering process to select a construction contractor will commence. This process is expected to take 5 – 6 months.

(b) Greater Wellington Regional Council

Harbour Ferry Services

Greater Wellington will consider the outcome of the Petone to Wellington ferry tender process at its August meeting. If a tender is accepted then a two year trial commuter ferry service will begin prior to Christmas 2005.

(c) 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.

The final study report recommended that the preferred option is the construction of a valley floor connector on the Wakefield St/Railway Corridor alignment. However, a low BCR (benefit cost ratio) of 1.3 means that it is unlikely to proceed in the short to medium term nor is it 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 recommended 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. As a result, Council is proposing two local road improvements, the installation of a signalised pedestrian crossing in Woburn Rd outside Hutt Valley High School in 2005/06 and improvements to the Hutt Rd/Railway Avenue intersection in 2007/08.

The Valley Floor Connector is not included in Transit's Draft 10 year programme in 2005. However, it is priority seven of the large construction priorities in the RLTC submission to Transit's 10 year plan.

4.1.3 Wairarapa Corridor

(a) Transit New Zealand

SH2 Waiohine Bridge replacement

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

August 2005 Update

The contract will be re-advertised in August for physical works tenderer.

SH2 Rimutaka Corner Easing

This project includes straightening several tight bends in the highway about 500m south of Rimutaka summit. Heavy vehicles regularly cross the centre line at this site.

August 2005 Update

The Transit Board has approved a scheme to provide a 60km/h speed environment along this section of the highway. Transit is currently reviewing the design standards used, to see whether we can reduce the cut and fill quantities, therefore reducing the cost of the project.

SH2 Kaitoke realignment

The Kaitoke realignment is aimed at improving safety, traffic flow and driver comfort along a 5.5km stretch of SH2 over Kaitoke Hill, north of Upper Hutt. The existing highway, which has a crash rate twice the national average for this type of highway, has many corners, sharp bends, dips and rises as well as limited sight distance along the road.

August 2005 update

Construction of the new road began in late October 2002. Adverse weather continues to impact on the Kaitoke to Te Marua project. A total of 315 wet weather days (equating to over 6m of rain) has been recorded on the project up to the end of June 2005. Work on site has been seriously restricted during the wetter winter months made worse by limited drying following any rain. Various options to enable progress on site including recycling existing road pavement material, importing fill material, suspending work during the winter and drying fill material on site have been investigated. On review of these options it has been decided that the lowest risk option is to suspend road construction works until October 2005. A minimum Contractor resource will remain on site to ensure safety standards are maintained during the shut down period. The contractor will also progress non road construction work during the shut down period (weather permitting).

The contract completion date has been adjusted to April 2006 to reflect with this shut down period.

(b) Greater Wellington Regional Council

Improvements in the quality and accessibility of passenger rail service

Greater Wellington has a preferred tender for the provision of 18 new carriages for the Wairarapa Services, namely Toll NZ. The final acceptance of the tender, after negotiation of details, is expected to be completed by the end of August with the delivery of all carriages during 2006/07.

Options to provide additional off peak and weekend train services from Masterton, seen as desirable by the Wairarapa service review, are being analysed.

4.1.4 Porirua to Hutt Valley

(a) Wellington City Council

Petone to Grenada Link

Negotiation with landowners is continuing on the development of an area structure plan for Lincolnshire Farm and the connecting links to Woodridge and Grenada North. This area of Wellington's Northern Suburbs is impacted by the Petone to Grenada Link.

WCC is attempting to provide some certainty around the Petone - Grenada alignment. At present there are three possible alignments under current consideration, two derived by Maunsell as part of the Western Corridor Study and one developed by MWH for WCC/HCC's feasibility study. These alignments are currently being superimposed on development proposals for the affected area to evaluate the impact of the various alternatives. This area is being actively developed at present with the Mark Avenue subdivision under construction and ongoing expansion of Woodridge. It is important therefore that a single preferred alignment be defined which can be designated to provide certainty for land developers in this area.

4.1.5 Ngauranga to Wellington Airport

(a) 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.

August 2005 update

The earthworks are underway for the main trench structure between Willis St and Vivian St with the first trench floor pour occurring in July. The Upper Vivian St diversion and northbound motorway on-ramp diversions are working well.

Over half of the 18 historic buildings to be relocated have been moved, and are currently being renovated. All historic buildings are expected to be relocated by the end of 2005, with the majority relocated prior to Historic Places Trust's return in October 2005 to complete their investigations under the relocated houses.

Work on the Te Aro stormwater construction project (2.5m + 2.1m diameter pipes), undertaken in partnership with the Wellington City Council, has commenced in Arthur St and Palmer St.

There have been approximately 400 public enquiries to the project's Visitors' Centre, with the majority of requests wanting information on construction progress and history of the bypass.

(b) Greater Wellington Regional Council

Passenger services to Wellington Northern suburbs

SKM has been appointed to undertake a study of passenger services in the Wellington Northern Suburbs. This is a joint study by Wellington City Council and Greater Wellington Regional Council. The study will, amongst other things, clarify the future of the Johnsonville rail line.

4.2 Reporting against objectives, policies and performance indicators

4.2.1 Accessibility and economic development

(a) Greater Wellington Regional Council

The Human Rights Commission recommendations on their inquiry into accessible land transport are to be reported to the Government after the election in September. It is understood that the recommendations will include proposed accessibility standards and requirements with appropriate time to comply. There will be financial consequences for all providers of land transport and the associated infrastructure.

(b) Wellington City Council

Middleton Road Walkway

A concept design has been prepared for a combined pedestrian/cyclist route on Middleton Road between Glenside and Tawa. This section is the northern route to Wellington for cyclists and is the only pedestrian link between the two suburbs. The concept contains significant retaining structures for the road edge and is likely to be constructed as a long term project.

Cross Motorway Link at Tawa

Further analysis of a cross-motorway link from Bing Lucas Drive to the Tawa town centre has been undertaken. The feasibility of the route hinges on the ability to cross the railway line at grade which is difficult given the current number and location of crossings. Investigation is proceeding.

(c) Porirua City Council

New Bus Stops

Sievers Grove (for school bus)

New Bus Shelters

Titahi Bay Road (Takapuwahia)

SH58 at Moonshine Road

Pikerere Street Terminus

Tweed Road, at Spey Place

Mana Esplanade

Refurbished Bus Shelters

Prosser Street

James Cook at Discovery Drive

Lighting improvements to bus shelters

Porirua Station

Opening Lyttelton Avenue to all traffic

4.2.2 Economic Efficiency

Nothing to report.

4.2.3 Affordability

Nothing to report.

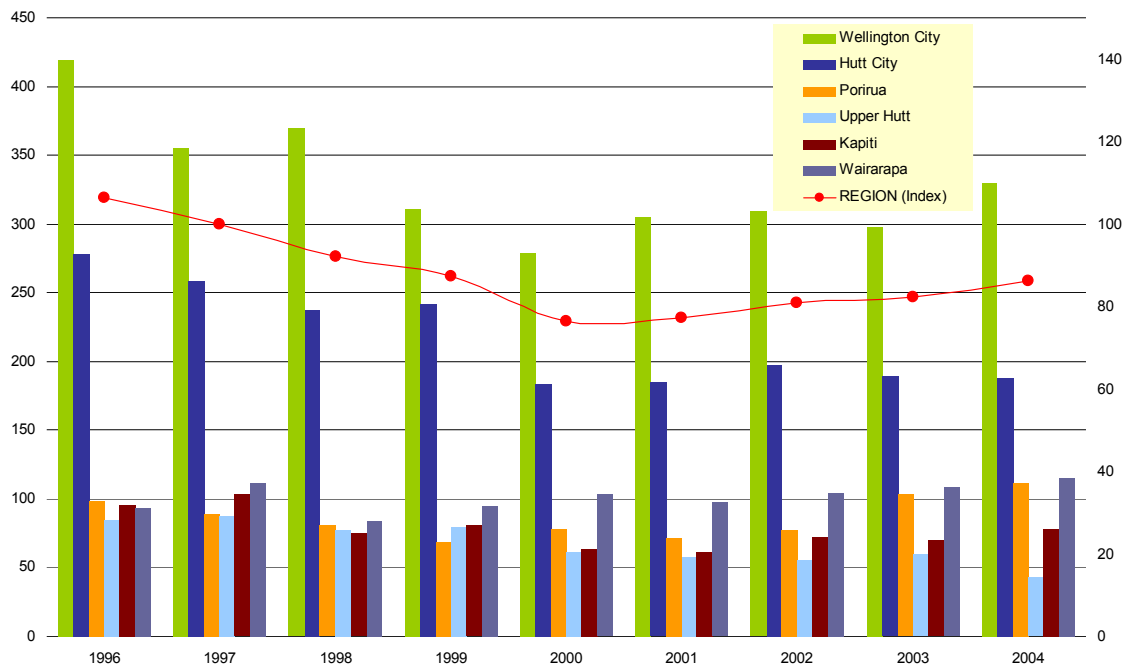
4.2.4 Safety

(a) Transit New Zealand

Network safety coordination exercise is proceeding following workshops around the district. Action plans are being prepared as a result of these meetings.

(b) Land Transport New Zealand

Total Injury Crashes by district and calendar year (Index 1997 = 100)



The graph above shows total injury crashes (including fatalities) for each district in the greater Wellington region. Totals are reported by calendar year to 2004 (Wairarapa Districts are combined). An overall increase in total injury crashes since 2001 is evident.

Road Deaths - Wellington Region 2005, year to date (16 August)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Total
Kapiti Coast	1	2	1	0	1	0	0	0	5
Porirua	0	0	0	0	0	0	1	0	1
Upper Hutt	0	1	0	0	0	0	0	0	1
Lower Hutt	0	0	0	0	0	1	0	0	1
Wellington	0	1	1	0	1	0	1	0	4
Masterton	0	0	1	0	0	0	0	0	1
Carterton	0	0	0	0	1	0	0	0	1
TOTAL	1	4	3	0	3	1	2	0	14

Road Deaths - All regions, year to date (16 August)

Local Government Region	2001	2002	2003	2004	2005
Northland	18	22	19	22	14
Auckland	39	64	53	60	46
Waikato	55	35	45	34	70
Bay of Plenty	26	19	29	23	14
Gisborne & Hawkes Bay	17	11	23	13	27
Taranaki	9	10	5	8	11
Manawatu / Wanganui	29	14	20	20	22
Wellington	20	11	19	18	14
Nelson / Marlborough	6	15	10	15	4
West Coast	15	10	4	8	5
Canterbury	31	35	38	33	32
Otago	14	10	11	14	8
Southland	10	14	10	5	4
Total	289	270	286	273	271

(c) Hutt City Council

04/05 Minor Safety Works Programme

Council allocated budgets totalling \$237,000 in 2004/05 for these works which include pedestrian crossings, kea crossings, LATM (Local Area Traffic Management) and geometric and intersection improvements. Works are complete as at 30 June 2005.

Lighting Safety Improvements

Council allocated budgets totalling \$230,00 in 2004/05 for these works which include upgrading in main roads, minor roads and pedestrian accessways. Works are complete as at 30 June 2005.

Barrier Improvements

Council allocated budgets totalling \$500,000 in 2004/05 for these works. One barrier on Eastern Hutt Rd has been completed by 30 June 2005. A second barrier on Wainuiomata Hill Rd is being carried over into the 2005/06 year due to a hold up getting Tricblock formwork from Australia.

Cycleway Improvements

Council allocated \$100,000 in 2004/06 for these works. A tender has been accepted for the construction of the Point Howard cycleway and pedestrian walkway. Works were 80% complete as at the end of April 2005, with the balance of the project carrying over into the 2005/06 year.

2004/05 Road Safety Programme

Council allocated \$110,000 in 2004/05 for these activities. All projects were delivered spread over the 2004/05 year.

(d) Porirua City Council

Road Safety Programme 2004/2005: Complete

- Taniwha (Child Pedestrian)
- Corner Control
- Supporting Teenagers
- Learner Licence training
- Code Red
- Safe Cycling
- Safe with Age.

Minor Safety Projects 2004/05: Complete

- Speed Humps, Crossings, Astrolabe St (shops)
- Traffic Calming Tireti Road
- Additional Speed hump, Beach Road (T Bay)
- Speed Humps Takatai Road
- Traffic Calming Tavern Lane
- Pedestrian facility, Papakowhai steps/bridge
- Main Road/ Tireti Road, splitter island and signage
- Paekakariki Hill Road Advisory Speed Signs
- Pedestrian Crossing (facility) Beach Road, Plimmerton

- Sievers Grove Traffic Calming (900 metres 12 calmers)
- Adventure school, island extension
- Pedestrian facility at alleyway, 323 & 325 Warspite Avenue
- Design for urban renewal safety projects Eastern Porirua
- Traffic calming Penryn Drive (pedestrian refuge and 2 chicanes)
- Marking of Edgelines on Wi Neera Drive
- Marking of a Flush Median and Edgelines, T/Bay Main Rd (Onepoto Park)
- Road Marking Postgate
- Road Marking Discovery
- Road Marking James Cook
- Paekakariki Hill Road Advisory Speed Signs.

Road Safety Programme 2005/2006

- Corner Control
- Learner Licence Programme
- Code Red
- Safe with Age
- Pedestrian Awareness Programme.

Minor Safety Projects 2005/06

- Kenepuru Drive, near Kenepuru Station, Pedestrian refuge island and footpath extension
- Bedford Street - Plant barrier (flax, toitoi, etc)
- Staithes Drive North - speed 1 island, 1 hump
- Conclusion Street/Idaho Place - Rangikura School - two pedestrian refuge islands
- Driver Crescent, traffic calming (5 chicanes or refuge islands)
- Durham/Norfolk - 2 speed humps, 1 refuge island
- Gear Terrace - 3 sets of speed cushions with signs
- Main Road, Titahi Bay - refuge island at existing pedestrian crossing
- Minor Safety Projects arising from Safety Inspections
- Tireti (Te Pene/Main Rd), refuge island and speed cushions.

Other safety issues

- Road Accident Investigation Team - investigating frequent accident sites – along Titahi Bay Road
- Road Safety Community Consultation Committee.
- Intersection improvements Titahi Bay Road / Te Hiko Street - complete
- Street lighting Upgrading Programme – complete
- Amenity Lighting Upgrading Programme – complete.

(e) Upper Hutt City Council

Automatic gates installed at the Silverstream pedestrian railway crossing. Performance is being monitored by LTNZ for future use in other locations.

(f) Wellington City Council

SaferRoads Project Update (August 05)

Wellington City Council has introduced an innovative road safety project called SaferRoads. This project aims to reduce the number of crashes in Wellington City by one third by 2010.

Wellington is the first city in New Zealand to implement a project that links with the LTNZ's national road safety strategy. SaferRoads integrates engineering, education and enforcement initiatives to reduce crashes area by area across Wellington. Whole suburbs will be targeted with the focus on total crash reduction rather than alleviating problems on a particular street.

Tawa

Timeliness: Physical construction is now 100% complete. Completion date - Mar 05. This completion was extended by the Contractor due to staff shortage.

Consultation on proposal to lower speed limits proposed for September 2005. Implementation of speed limits and gateways would then commence in January 2006.

Cost: Total value of constructed works to date: \$700,000.

Quantity: 75 SaferRoads safety improvement projects have been designed and constructed.

Ngaio, Khandallah & Crofton Downs

Safety enhancements will be of a similar nature to Tawa i.e. four roundabouts, 49 splitter islands, 36 give way controls, two speed humps, 11 kerb extensions, four pedestrian refuge islands and two chicanes. The contractor is 95% through construction with speed limit lowering to follow.

Thorndon

Detailed design of safety improvements is now complete. Construction began July 2005.

Karori

Consultation underway. Detailed design planned September – December. Construction proposed for February – May 2006.

Wadestown, Wilton & Northland

Consultation now complete. Construction proposed to begin in September 2005.

Lambton Area

A project to enhance and improve safety in the Lambton Quay area. SaferRoads will contribute over \$1.05 million. Initial stakeholder meeting was held on 20 October 04. Construction will take place April to October 2006.

4.2.5 Sustainability

(a) Transit New Zealand

Transit is providing safer walking/cycling routes along state highways – both as an integral part of highway improvement projects and as stand-alone projects for key sections of highway.

Cycle facilities include:

- SH1 Wellington Inner City Bypass – combined footpath/cycleway included in design
- SH2 Kaitoke to Te Marua Realignment – a shared underpass at the Kaitoke incline and wider shoulders along the road for safer cycling
- Incorporation of cycle lanes into the Lindale intersection improvements
- Incorporation of cycle friendly facilities into the design of the MacKays railway overbridge project
- Waiohine Bridge – wider shoulders to better accommodate cyclists included in design
- Funding was requested for three cycle projects: at Kapiti on SH1 (the cycle path beneath Waikanae rail overbridge has already been completed); improved pedestrian/cycling facilities at several intersections in the Hutt Valley on SH2; and new cycle facilities in Masterton.

Pedestrian facilities include:

- SH1 (Pukerua Bay) Teihana Rd overbridge – design underway
- SH1 Plimmerton to Paremata – included in design are: traffic signals incorporating pedestrian facilities; walkways under Paremata Bridge abutments (completed), widening of footpath on existing Paremata Bridge (completed); new footpaths from James St north to the Plimmerton roundabout and along the James St and Ulric St extensions (completed)
- SH1 Wellington Inner City Bypass – combined footpath/cycleway included in design.

(b) Kapiti Coast District Council

Cycleway/Walkway/Bridleway Strategy

Kapiti Coast District Council adopted the Cycleway/Pedestrian/Bridleway Strategy in March 2004. The Strategy is continuing to evolve in a practical way. Increased emphasis is being placed on ensuring linkages throughout the community are developed when subdivisions are planned. Developers are incorporating the network at their initial planning stage and seeking to add value to the development through these provisions.

The Strategy's implementation plan for the next three years is being finalised. The top ten routes identified and rated by the community

interest groups have been finalised and costing for the works are being assessed by Duffill Watts & Tse Ltd.

Two kilometres of the district's primary route linking Raumati Beach and Paraparaumu Beach with Paraparaumu town centre is finished. Further negotiation with landowners and funding for the final two kilometres is required to finalise the connection.

Cycleways, Walkways and Bridleways have been incorporated in the planning of the Western Link Road. These facilities will become a significant feature for the district and provide a good example of how Councils can provide for sustainable communities.

(c) Porirua City Council

- Porirua Integrated Transport Study – Stage 1 complete
- Aotea Block connections to transport network – Investigations in progress
- Review of City Centre transportation network to form long term view for network connections
- Cycleway through Pukerua Bay
- Cycleway Bridge, Pukerua Bay – complete, opened 10 February 2005.

4.2.6 Network Balance

(a) Porirua City Council

- Investigation into connections to Transmission Gully from Porirua network
- Integrated Transport Study - City Wide
- Parumoana Street - review of improvement options.

4.3 Other Issues

(a) Porirua City Council

Passenger transport

Working with Mana Coach Services and GW on revised bus routes and MetLink Project.

(b) Upper Hutt City Council

- Seismic upgrade of the Silverstream Bridge progressing according to program
- Funding approved by LTNZ for the preparation of a Land Transport Strategy for Upper Hutt
- Akatarawa Rd - LTNZ have indicated that they would subsidise an investigation into the upgrading of Akatarawa Rd to two lanes

between SH1 and SH2. Both Upper Hutt City Council and Kapiti Coast District Council now have to confirm their funding

- Karapoti Rd bridge - preparing a report to LTNZ in support of a funding application to replace the bridge
- Bull Run Rd bridge - tenders let to replace the deck and abutment damaged in storms.

5. Communication

There is nothing to communicate.

6. Recommendation

That the Committee:

1. *note the content of the report.*

Report prepared by:

Report approved by:

Report approved by:

Leonie Waayer
Access Planning Analyst

Joe Hewitt
Manager Access Planning

Dave Watson
Divisional Manager Transport