

**Report**                    **05.664**  
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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.

November 2005 update

Further investigation work including a Land Transport Management Act 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 Long Term Council Community Plan process.

### **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.

November 2005 update

This design and build contract, awarded to Fulton Hogan, commenced on site in October 2004. Earthworks are continuing with the southern approach, northbound on-ramp and the railway overbridge abutment walls well underway. There was an extremely successful official planting session on June 5<sup>th</sup> 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.

November 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 signals 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
- Peak hour Transit lanes commenced operation on 2 November

### **Western Transport Corridor**

The Western Corridor looks at maximising the financial commitment by comparing the proposed Transmission Gully with the expansion of the existing route.

#### November 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 2005 meeting to accept the Western Trans Corridor study as suitable for formal submissions and hearings. Significant conditions need to be met before any final decision is made on preferred route (also see the Greater Wellington update on submissions item (b) below).

### **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.

#### November 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**

### **Western Corridor hearings**

Over 5000 submissions were received on the Proposed Western Corridor Plan. The Hearings Subcommittee has been meeting since 28 November hearing the around 1000 organisations and individuals wishing to present their submission. The Subcommittee may have to extend the hearings in to the New Year.

### **Urban rail capital improvement**

Though the rail implementation plan is not yet completed GWRC is developing its Long Term Council Community Plan for 2006 to 2016. The key rail projects on the western corridor will feature in that plan.

#### (c) 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 - three mediation sessions with the Environment Court have been held, and progress is being made.

KCDC have completed a design review for the entire project. The first stage (a detailed report is available) was presented to the Council in August and reports on the road design in the context of the LTMA and LGA (through the community outcomes set in the LTCCP). The second stage was presented in October and includes a re-estimate of the cost of the project, updated project economics, refining the staging and programme to complete, and refining funding arrangements for the project.

The Council has adopted a suite of recommendations relating to refinement of the design of the road to be taken forward to the next stage which is application for resource consents and Historic Places Trust approvals.

The southern connection of the Western Link Road to SH1 has been questioned through the Design Review process, and further work is underway to determine the preferred alignment and intersection form. Work is also proceeding on property acquisition and an analysis of project benefits for assistance in determination of project funding arrangements.

#### (d) Porirua City Council

##### **Transmission Gully**

- Participation in the Western Corridor steering group
- Identification of the effects of TGM and Coastal Route upgrade on Porirua City and ensuring that the comparison of options considers all aspects and implications
- Preparation of Porirua City Council's submission on the Proposed Western Corridor Plan.

#### (e) Wellington City Council

##### **Westchester Drive to Middleton Road**

A formal valuation process is currently in progress with affected landowners. Subject to agreement on price, construction is scheduled for the 2006/07 financial year.

### **John Sims Drive completion**

Work has started on consultation and survey with construction scheduled for the 2005/06 financial year.

### **Access to “Takapu Island”**

Development proposals are still 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. Wellington City Council is 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 depends in part on the outcomes of the Western Corridor Study.

## 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 over bridge 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 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) 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 proposed Dowse and Melling 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 Street/ Railway Corridor alignment. However, a low BCR 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 2 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 7 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.

November 2005 update

A tender has been let to Fulton Hogan Limited.

###### **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.

November 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.

#### November 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 reflect with this shut down period and assuming similar weather conditions between project restart in October 2005 with an expected completion date of April 2006.

#### (b) Greater Wellington Regional Council

##### **Improvements in the quality and accessibility of passenger rail**

GWRC has signed a contract with Toll NZ to supply 18 carriages for the Wairarapa services. All the carriages will be delivered in the 2006/07 financial year.

#### (c) Masterton District Council

##### **Masterton Bypass and Forestry Roading Study**

A study is proposed for 2005/06.

#### 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.

Wellington City Council 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.

###### November 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 storm water construction project (2.5m + 2.1m diameter pipes) undertaken in partnership with the Wellington City Council, has commenced in Arthur and Palmer Streets.

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 the Wellington northern suburbs**



The Wellington Northern Suburbs Passenger Transport Study, being undertaken jointly by Wellington City Council and GWRC is in its first phase of issue definition. A survey of the people in the area has been undertaken, seeking input to this process.

## **4.2 Reporting against objectives, policies and performance indicators**

### **4.2.1 Accessibility and economic development**

#### **(a) Greater Wellington Regional Council**

##### **Report of the Inquiry into Accessible Public Land Transport, Human Rights Commission**

The Human Rights Commission's report on their inquiry into accessibility of land passenger transport has been released (October 2005). If the Government moves to implement the recommendations in full or in part there will be financial consequences for all providers of land transport and its 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. Implementation of this concept will follow completion of the Council's Walking and Cycling Policy. The concept contains significant retaining structures for the road edge and is likely to be constructed as a series of phases over a number of years.

##### **Cross-motorway link at Tawa**

Investigation of the link is proceeding in conjunction with the development of the Western Corridor Study. 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.

#### **(c) Porirua City Council**

##### **New bus stops**

Eastern Whitby (for revised bus routes)

##### **New bus shelters**

Two budgeted for 2005/06

##### **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

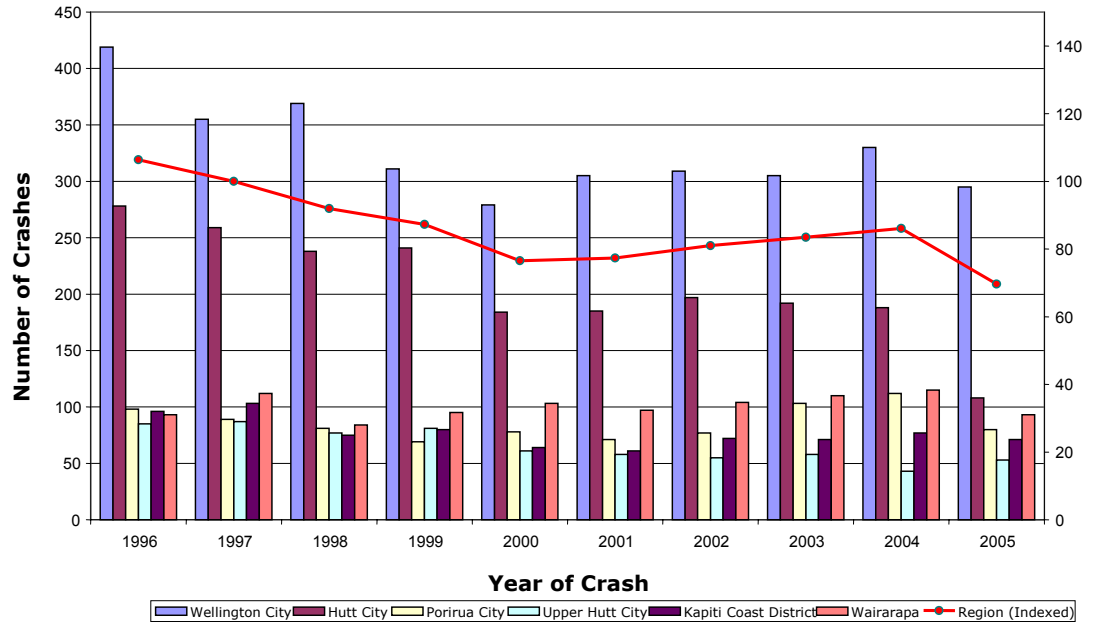
(a) Land Transport New Zealand

**Road Deaths - Wellington Region 2005, year to date (November)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
Kapiti Coast	1	2	1	0	1	0	0	0	0	0	0	5
Porirua	0	0	0	0	0	0	1	0	0	0	0	1
Upper Hutt	0	1	0	0	0	0	0	0	2	0	0	3
Lower Hutt	0	0	0	0	0	1	0	0	1	0	0	2
Wellington	0	1	1	0	1	0	2	0	0	0	0	5
Masterton	0	0	1	0	0	0	0	0	0	0	0	1
Carterton	0	0	1	0	1	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>

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

Data for 2005 is to October 2005



(b) Hutt City Council

**Barrier improvement programme 2004/05**

Council allocated budgets totalling \$500,000 in 2004/05 for these works (including barriers on Eastern Hutt Road and Wainuiomata Hill Road) which were carried over to 2005/06 and are now complete.

**Cycleway improvements programme 2004/05**

Council allocated \$100,000 in 2004/05 for these works (involving construction of the Point Howard cycleway and pedestrian walkway) which were carried over to 2005/06 and are now complete.

**Minor safety works programme 2005/06**

Council has allocated budgets totalling \$220,000 in 2005/06 - underway.

**Lighting safety improvement programme 2005/06**

Council has allocated budgets totalling \$230,000 in 2005/06 for these works which include upgrading in main roads, minor roads and pedestrian access ways - underway.

**Barrier improvement programme 2005/06**

Council has allocated budgets totalling \$400,000 in 2005/06 for these works including a central wire rope barrier on Eastern Hutt Road north of Stokes Valley and investigation/ design of a central barrier on the Wainuiomata Hill Road/ Gracefield off-ramp - underway.

**Cycleway improvements programme 2005/06**

Council has allocated \$50,000 in 2005/06 - underway.

**Road safety programme 2005/06**

Council has allocated \$125,000 in 2005/06 - underway.

(c) Porirua City Council

**Road safety programme 2005/06**

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

**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 - 1 island, 1 speed hump
- Conclusion Street/Idaho Place (Rangikura School) - 2 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
- Street lighting upgrading programme
- Amenity lighting upgrading programme.

(d) Wellington City Council

**SaferRoads project**

November 2005 update

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

Physical construction is now 100% complete. Completion date – March 2005. This completion was extended by the contractor due to staff shortage. Consultation on proposal to lower speed limits is proposed for February 2006. Implementation of speed limits and gateways would follow. Total value of constructed works to date: \$700,000. Seventy-five SaferRoads safety improvement projects have been designed and constructed.

Ngaio, Khandallah and Crofton Downs

Safety enhancements will be of a similar nature to Tawa, i.e. 4 roundabouts, 49 splitter islands, 36 give way controls, 2 speed humps, 11 kerb extensions, 4 pedestrian refuge islands and 2 chicanes. Construction complete with speed limit lowering to follow.

Thorndon

Detailed design of safety improvements is now complete. Construction expected to be complete by end of December 2005.

Karori

Consultation completed. Detailed design planned for December 2005 to April 2006. Construction proposed for April to November 2006.

Wadestown, Wilton and Northland

Consultation completed. Construction proposed to begin in January 2006.

#### Lambton Area

This is 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 2004. Construction will take place April to October 2006.

#### **Accident reduction projects**

- Camperdown/ Darlington intersection improvement - concept and consultation completed
- Karori Road/ Old Karori Road/ Chaytor Street intersection improvement - concept completed.

#### **Minor safety projects**

- Oriental Parade pedestrian crossing - concept and detailed design completed
- The Esplanade/ Derwent Street intersection improvement - concept completed.
- The Terrace/ Everton Terrace intersection improvement - concept completed
- Bancroft Terrace school crossing point - concept completed
- Burma Road crossings (3) - concept, public consultation and detailed design completed
- Frankmore Avenue school crossing point - concept, public consultation and detailed design completed
- Halswater Drive school crossing point - concept, public consultation and detailed design completed
- Abbott Street footpath widening - concept, public consultation and detailed design completed
- Halwater Drive footpath extension - concept completed
- Broderick Road crossing - concept, public consultation and detailed design completed
- Tacy Street/ Kemp Street intersection improvement - currently developing concept plan
- Stanley Street crossing - concept completed.

#### **Traffic calming projects**

- Dufferin Street platform - concept, public consultation, detailed design and construction completed
- Cambrian Street kerb extension - concept, public consultation and detailed design completed
- Ross Street - concept developed
- Te Whiti Street - concept developed
- Yule Street - concept developed
- Ross Street - concept developed
- Hania Street speed humps -.concept, public consultation, and detailed design completed

- Jessie Street - concept, public consultation, detailed design and construction completed
- The Terrace/ Abel Smith speed humps - concept, public consultation, detailed design and construction completed
- Childers Terrace speed humps - concept, public consultation and detailed design completed
- Wigan Street speed humps - concept, public consultation, detailed design and construction completed
- Kinross Street speed humps. Concept, public consultation and detailed design completed.

#### **Roadside parking improvement**

- Adelaide Road parking - concept, public consultation and detailed design completed
- Raroa Terrace parking bay - concept, public consultation and detailed design completed
- Pipitea Street disabled car park - currently developing concept.

#### (e) Masterton District Council

##### **Minor safety projects**

\$348,000 budgeted for 2005/06.

##### **Crash Reduction Study**

A study is proposed for 2005/06 in conjunction with Land Transport New Zealand.

#### 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 over bridge 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 over bridge has already been completed); improved pedestrian/cycling facilities at several

intersections in the Hutt Valley on SH2; and new cycle facilities in Masterton.

Transit have engaged Opus International Consultants to investigate viable improvements to the existing cycleway that runs along side SH2 from Ngauranga to Horokiwi and to identify options for extending the northern end of the cycleway to link with Petone.

**Pedestrian facilities include:**

- SH1 (Pukerua Bay) Teihana Road over bridge – design underway
- SH1 Plimmerton to Paremata – included in the 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 Street north to the Plimmerton roundabout and along the James Street and Ulric Street extensions (completed).
- SH1 Wellington Inner City Bypass – combined footpath/ cycleway included in design.

**(b) Porirua City Council**

- Porirua Integrated Transport Study – stage 1 complete, stage 2 deferred pending outcome of Western Corridor Study
- 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 (with Transit New Zealand).

**(c) 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.

(d) Masterton District Council

**Cycle Strategy development**

The strategy is on target for completion by March 2006.

4.2.6 Network Balance

(a) Porirua City Council

- Investigation into connections to Transmission Gully from the Porirua network (on hold pending outcome of Western Corridor Study)
- Integrated Transport Study – city-wide (on hold pending outcome of Western Corridor Study)
- Parumoana Street - review of improvement options.

4.3 Other Issues

(a) Porirua City Council

**Public transport**

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

(b) Upper Hutt City Council

- Seismic upgrade of the Silverstream Bridge progressing according to program with a design option now selected
- Akatarawa Road – Land Transport New Zealand have confirmed subsidy for an investigation into the upgrading of Akatarawa Road to two lanes between SH1 and SH2. Both Upper Hutt City Council and Kapiti Coast District Council have confirmed their share of the funding.
- Karapoti Road Bridge – Land Transport New Zealand has confirmed funding to replace the bridge. A consultant has been appointed to design and manage the project
- Bull Run Road Bridge - deck and abutment damaged in storms have been replaced
- Repair of storm damage from February 2005 storms nearly complete
- Contract for traffic calming on Hillside and Oregon Drives let
- Funding has been approved by Land Transport New Zealand for a safety footpath on Parkes Line Road in Mangaroa Valley.

(c) Masterton District Council

**Emergency works reinstatement**



Emergency works reinstatement valued at \$1.9M arising from four significant storm events since February 2004, is expected to be completed before end December 2005.

**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

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Divisional Manager Transport