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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. 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

(i) Western Corridor

Transit New Zealand

- *SH1 Western Link Road*

The proposed Western Link Road is a joint project with KDCD 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.

May 2005 update

Further investigation work including a LTMA review, design review and project economics update is underway, followed by resource consent and HPT 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 includes building an 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 SH1 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 18 months.

May 2005 update

The bridge is finished and in use by state highway traffic. The side roads are nearing completion, with the project anticipated to be completed in May 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.

May 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 are well underway. The Whareroa Stream Culvert has been completed with the stream now flowing on its new path. The landscaping earthworks for the wetland mitigation have commenced and are due for completion in May. There will be an official planting 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.

May 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:

- Service relocation, property modification, and footpath work along Mana Esplanade and St Andrews Road
- Construction of retaining wall opposite Steyne Avenue
- Pavement construction west side around Goat Point
- Construction of mini-roundabout in SH58.

- *Transmission Gully Motorway (TGM)*

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 SH1 route as well as improve safety.

May 2005 update

Transit is continuing planting along the motorway 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.

No decisions about the construction of the Transmission Gully will be made until after the review of the Western Corridor is completed.

- *Centennial Highway Median Barrier (CMB)*

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

May 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. Option development will continue in May/June with a more public consultation on options programmed to commence in June.

Greater Wellington Regional Council

- *Urban Rail Improvements*

Work has commenced to specify replacement rail units for the Paraparaumu and Hutt Valley lines. Track capacity improvement options for the single track section between Pukerua Bay and Paekakariki have been costed and provided for the Western Corridor Review project. Similarly additional analysis of rail electrification alternatives north of Paraparaumu has undertaken as part of the Western Corridor Review.

Porirua City Council

- *Participation in Western Corridor steering group.*

Identification of the effects of TGM and the Coastal Route upgrade on Porirua City and ensuring that comparison of options considers all aspects and implications.

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 dependent on a solution being found for suitable access to the development site. Wellington City Council 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 are becoming increasingly important if development is to proceed.

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. It remains for the conditions of the designation to be finalised and consented by the Environment Court before the designation is fully confirmed. It is expected that the conditions will be largely as determined at the original commissioners hearing, but with specific changes and additions as instructed in the Environment Court decisions. An Environment Court hearing is set for June.

KCDC are carrying out a design review. 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 design review is to be completed in September and consent applications are anticipated in Q1 2006.

(ii) Hutt Corridor

Transit New Zealand

- *SH2 Te Marua Curves improvements*

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

May 2005 update

Design and property purchases are complete. Awaiting approval of construction funding. Not on draft 3 year block programme out for consultation.

- *SH2 intersection improvements and SH58 summit four-laning*

To improve safety at the intersection of SH2 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 SH58 to four lanes with a median barrier.

This project addresses the poor crash record on the section of SH58 from the Dry Creek Quarry to Harris Road.

May 2005 update

Both the intersection improvements and four-laning projects are clear of appeals on their resource consents and notices of requirements. Property acquisition is almost complete on the intersection improvements project.

- *SH2 Dowse to Petone Upgrade*
The Dowse to Petone Upgrade is aimed at reducing delays and improving safety along this section of highway.

The proposed improvements include building an overbridge at the Korokoro Intersection (connecting the Western Hills with Hutt Road) and an interchange at the Dowse Drive intersection (connecting Dowse Drive and Hutt Road via a roundabout raised over the highway). It also includes altering the Petone Park and Ride facility and minor safety improvements to the highway between the existing intersections.

May 2005 update

Acquisition of 3 properties remains outstanding. These property owners have objected to the Environment Court under the Public Works Act (PWA) compulsory land acquisition process. Negotiations are ongoing with settlement of 1 expected before any hearing. Environment Court Hearings under the PWA are scheduled for week commencing 13th June if no negotiated agreement is achieved.

Design work is substantially complete. Work to close out a number of small issues and review contract documentation is ongoing. A funding application will be submitted once the outstanding property issues have been resolved.

Greater Wellington

- *Urban Rail Improvements*
Capacity increases await the introduction of new electrical multiple units programmed to be available sometime in 2008.
- *Harbour Ferry Services*
The tender for a proposed Petone to Wellington commuter ferry service has been advertised.

Hutt City Council

- *Valley floor connector*
HCC 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 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 priority 7 of the large construction priorities in the RLTC submission to Transit's 10 year plan.

Wellington City Council

- *Petone to Grenada Link*
Work is continuing in conjunction with the landowner on the development of an area structure plan for Linconshire 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. 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 Montgomery Watson Harza Limited for Wellington City Council/Hutt City Council'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.

Upper Hutt City Council

- *Silverstream Bridge Upgrade*
Professional Services contract let. Tenders called for site investigation.
- *Silverstream Rail Pedestrian Crossing*
Additional funding approved for the installation of pedestrian gates instead of barriers. Ontrack advise completion scheduled for mid July 2005.

(iii) Wairarapa Corridor

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.

May 2005 Update

Only one tender for the bridge replacement contract was received and was significantly above the contract estimate. Following discussions with the GWRC the tender was declined.

It is intended to re-advertise the contract in late July/early August 2005 following discussions with the industry regarding the best time to maximise contractor interest in the project.

- *SH2 Rimutaka corner easing*

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

May 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.

May 2005 Update

Construction of the new road began in late October 2002. Poor weather including high rainfall (5.65m) in excess of the 10-year average has had a serious impact on project programme and the anticipated completion date is now late 2005. A spell of good weather in January/February 2005 has allowed good progress of the bulk earthworks, which are now substantially complete. Road construction is now well underway. Traffic has been diverted onto the new alignment for a 1km section at the northern end of the project and a further 2km section of road construction is now well advanced and expected to be open to traffic by the end of May.

Greater Wellington Regional Council

- *Improvement in the quality and accessibility of passenger rail services*

Three tenders have been received for the provision of 18 carriages for the Wairarapa line. These tenders are being evaluated with an announcement of the preferred tender expected by early June. The findings of the Wairarapa passenger transport service review are expected to be released shortly.

(iv) 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.

May 2005 Update

The earthworks are underway for the main trench structure between Willis St and Vivian St. The Upper Vivian St diversion and northbound motorway on-ramp diversions are working well.

All the buildings within the Willis to Vivian St block have been relocated, and preparation work for further building relocations have commenced in the Tonks Ave/Cuba St block. Carpenters have commenced work on the restoration of the relocated buildings.

Historic Places Trust have completed their investigations around the buildings, and under those removed or demolished. They are expected back on site in October 2005 to complete their investigations under the relocated houses.

Work on the Te Aro stormwater construction project, undertaken in partnership with the Wellington City Council, has commenced in Arthur St. Excavation work for the trench structure around Vivian St has commenced.

There have been approximately 200 public enquiries to the project's Visitors' Centre, with the majority of requests wanting information on construction progress and history of the bypass.

Greater Wellington Regional Council

- *Passenger services to Wellington Northern suburbs*

A review of the Wellington northern suburb passenger transport service will start shortly. Included in that review is the long term future of the Johnsonville railway line. The GW urban rail business plan for the next 25 years proposes using current Ganz Mavag units on the line once new units are purchased for the main lines. To achieve this, the tunnel floors on the Johnsonville line would need lowering to enable the Ganz units to operate. The northern suburbs review will organise the capital cost of this work alongside other passenger service options for the area

3.2 Reporting Against Objectives, Policies and Performance Indicators

(i) Accessibility and economic development

Porirua City Council

- *New bus stops*
Sievers Grove (for school bus)
- *New bus shelter*
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*
Bus shelters at Porirua Station

(ii) Economic efficiency

- Nothing to report

(iii) Affordability

- Nothing to report

(iv) **Safety**

Land Transport New Zealand

New Zealand Region Road Toll at 17 May 2005

REGION	2003	2004	2005
Northland	33	29	9
Auckland	81	94	33
Waikato	79	72	43
Bay of Plenty	52	36	7
Gisborne/Hawkes Bay	33	18	12
Taranaki Region	10	15	7
Manawatu/Wanganui	31	40	16
Wellington	34	32	9
Nelson/Marlborough	15	18	2
West Coast	5	10	3
Canterbury	52	45	18
Otago	21	19	7
Southland	15	8	2
NEW ZEALAND	461	436	168

Wellington Region Casualties (by type) at 17 May 2005

Casualty Ages	
0-14 years	0
15-19 years	0
20-24 years	1
25-39 years	0
40-59 years	7
60+ years	3
Unknown	0

Casualty Types	
Drivers	4
Passengers	1
Motor Cycle Riders	2
Pedestrians	2
Pedal Cyclists	2

Wellington Region Road Toll at 17 May 2005 Fatal Casualties

	2003		2003 Total	2004		2004 Total	2005		2005 Total
	Local Roads	State Highway		Local Roads	State Highway		Local Roads	State Highway	
Carterton District	1	1	2	1		1	2		2
Hutt City	3	4	7	6	1	7			
Kapiti Coast District	1	2	3		6	6	1	3	4
Masterton District	4	1	5	3	1	4	1		1
Porirua City	1		1	1	10	11			
South Wairarapa District	2	2	4						
Upper Hutt City		4	4	2		2			
Wellington City	4	4	8	1		1	2		2
Grand Total	16	18	34	14	18	32	6	3	9

Rear seat adult safety belt wearing rates by region (%)
National Survey Nov/Dec 2004

Local Government Region	1997	1998	1999	2000	2001	2002	2003	2004
Northland	39	64	76	88	72	84	87	89
Auckland	46	62	57	84	84	84	82	90
Waikato	64	71	75	78	80	78	82	85
Bay of Plenty	53	46	73	66	53	79	70	78
Gisborne	26	38	39	53	55	54	69	59
Hawkes Bay	42	53	64	47	52	81	76	87
Taranaki	63	64	71	66	65	81	83	81
Manawatu-Wanganui	54	67	60	83	73	79	85	85
Wellington	74	77	85	78	71	77	82	87
Nelson-Marlborough	60	51	74	85	82	77	90	93
West Coast	58	59	61	75	82	79	78	85
Canterbury	63	49	58	76	58	76	82	88
Otago	52	68	71	87	85	88	79	78
Southland	54	54	64	74	76	67	88	74
All NZ	57	62	67	76	70	80	81	86

Note. The accuracy of the wearing rates shown here depend on the sample sizes (the number of car occupants observed). If the sample size is small, the data may show large random fluctuations in the observed wearing rate. Smaller sample sizes in Gisborne and Nelson/ Marlborough/ Tasman, especially prior to 2000, mean larger random fluctuations in the wearing rate than in other regions.

Territorial Local Authority Wearing Rates, 2004

	People in Sample	Wearing rate 2004
Kapiti Coast	362	89
Porirua	113	73
Upper Hutt	185	84
Hutt	266	90
Wellington	142	93
Masterton	163	90
Carterton	55	Small sample
South Wairarapa	52	Small sample
Carterton/South Wairarapa	107	80

Transit New Zealand

- Work to replace the steel median on Ngauranga Gorge with a reinforced concrete barrier and installation of gates on both SH1 Ngauranga and SH2 Ngauranga to Petone has been completed. The

gates are designed to be opened in an emergency and traffic diverted to other lanes if necessary.

- The footpath along SH2 near Petone Bowl has been converted into a shared cycle and pedestrian facility.
- Work has been completed on the installation of a 700 m length of wire rope median barrier on the coastal section of Centennial Highway (SH1) between Pukerua Bay and Paekakariki.

Hutt City Council

- *04/05 Minor Safety Works Programme*

Council has allocated budgets totalling \$237,000 in 2004/05 for these works which include pedestrian crossings, kea crossings, LATM and geometric and intersection improvements. Works are 70% complete as at the end of April 2005.

- *Lighting Safety Improvements*

Council has allocated budgets totalling \$230,00 in 2004/05 for these works which include upgrading in main roads, minor roads and pedestrian accessways. Design work is currently under way. Works are 80% complete as at the end of April 2005.

- *Barrier Improvements*

Council has allocated budgets totally \$500,000 in 2004/05 for these works. A tender has been accepted but work is yet to start.

- *Cycleway Improvements*

Council has 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 are 50% complete as at the end of April 2005.

- *2004/05 Road Safety Programme*

Council has allocated \$110,000 in 2004/05 for these activities. Projects are being delivered spread over the year.

Porirua City Council

- *Road Safety programme 2004/2005:*

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

- *Minor Safety Works 2004/2005:*

Complete:

- speed humps, crossings, Astrolabe street (near 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 (1 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

In Progress:

- Paekakariki Hill Road Advisory Speed Signs

- *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*
- *Construction in progress*
- *Amenity Lighting Upgrading Programme*
- *Construction in progress.*

Wellington City Council

- *Safer Roads Project Update (May 2005)*
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 Land Transport New Zealand'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 - Feb 05. This completion date has been extended by the Contractor due to staff shortage.
Consultation on a proposal to lower speed limits is 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. 50% through construction with speed limit lowering to follow.
- *Thorndon*
Detailed design of safety improvements is now complete with construction to begin July 2005.
- *Karori*
A technical study of safety works has been undertaken. Traffic modelling is being undertaken to review the effectiveness of traffic signals. Consultation is expected in August 2005 with construction beginning in January 2006.
- *Wadestown, Wilton and Northland*
A technical review is being undertaken of the area. A technical review meeting is proposed for early June 2005 and consultation planned for July 2005 followed by construction in September 2005.
- *Lambton Area*
A combined project with City Development 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 with public consultation planned for July 2005. Construction will take place April to October 2006.

Upper Hutt City Council

- *Minor Safety*
 - Most work deferred as funds transferred to flood damage.
 - Curve advisory signs being reviewed.
 - Review of speed limits completed.

Kapiti Coast District Council

- *Crash Reduction Study January 2005*
In January 2005 Duffill Watts & Tse Ltd completed a Crash Reduction Study in conjunction with representatives from the LTSA and the Police. The study looked at a combination of routes and intersections as no 'blackspots' were identified in the Crash Analysis Data. The study has been submitted to Council for budget approval to proceed with the recommended works over the next three years.
- *Road Safety Strategy*
Duffill Watts & Tse Ltd have completed the final draft of the Kapiti Coast District Road Safety Strategy after consultation with Land Transport New Zealand and the Kapiti Coast Road Safety Committee. The strategy identifies that the Kapiti Coast urban road safety record is already one of the lowest (best) in the peer group of

similar authorities throughout New Zealand. The strategy is to be submitted to Council in March 2005 for formal approval and adoption.

- *Safety Management System*

Kapiti Coast District Council agreed in 2001 to implement a Safety Management System to ensure a consistent delivery of safety measures on the road network. Duffill Watts & Tse Ltd have completed the final draft of the system in conjunction with Land Transport New Zealand, and it will be submitted to Council in March 2005 for approval and formal adoption for use.

- *Older Drivers Design Guide*

The Kapiti Coast has one of the highest proportions of older people (65 years of age and over) in New Zealand and has a correspondingly higher percentage of accidents in drivers in this age group.

Monash University in Australia has carried out research into the human psychological changes with age, citing declines in reaction times, vision and cognisance as issues to be addressed.

A team led by Duffill Watts & Tse Ltd (incorporating Land Transport New Zealand, Mike Jackett, Diana Munster) has built on this research and other worldwide studies to produce a road design guide for older drivers that recommends variations to existing road design procedures. It is proposed that the recommendations included in the Older Drivers Design Guide will be implemented in the Kapiti Coast as a trial, and if successful the guide could be adopted as a New Zealand supplement to the existing road design guides.

The design guide is nearly completed to a final draft form and will be submitted to Council for approval as soon as it is available.

- *Streetlighting Upgrade*

Kapiti Coast District Council is proceeding with its policy to upgrade all streetlights to comply with the streetlighting standard AS/NZS1158, with an annual upgrading budget of \$145,000. All main roads have now been upgraded to Category V lighting levels, and residential streets are being upgraded to Category P lighting levels where required.

All pedestrian crossings have had floodlighting installed to make pedestrians more visible at night.

- *Road Upgrading/New Footpaths*

The Council policy to upgrade all streets to have kerb and channel on both sides and a footpath on at least one side is continuing. Based on the current annual budget of \$348,000 the programme will be complete in 2022.

- *Footpath Upgrading*

Many of the footpaths within the District have cracked and uneven surfaces. Council has implemented a programme to upgrade these footpaths from asphaltic concrete to concrete surfaces with a current

annual upgrading budget of \$625,000, and has allocated a repairs and maintenance budget of \$145,000 to repair and maintain the surfaces of the footpaths that have not been upgraded.

(v) Sustainability

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* – shared underpass at the Kaitoke incline and wider shoulders along the road for safer cycling
- *SH1 Plimmerton to Paremata Upgrade* – underpasses at Paremata Bridge abutments (completed)
- 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 – investigation 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.

Porirua City Council

- *Porirua Integrated Transport Study*
 - Aotea Block connections to transport network - Investigations
 - 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

Kapiti Coast District Council

- *Cycle/Pedestrian/Bridleway Strategy*
Kapiti Coast District Council adopted the Cycleway/Pedestrian/Bridleway Strategy in March 2004 after a comprehensive consultation period with a wide range of interested groups and individuals. The strategy grew from initiatives by Council to identify reserve areas that needed protection. The study identified that the linkages between the reserve areas were rapidly being lost, and that a network of linkages needed to be established throughout the District.

A Cycleway/Walkway/Bridleway Committee chaired by Cr Alan Tristram was established to provide input to the development of the strategy, and to review development proposals within the District.

The Committee is currently establishing the priorities for construction of the individual links within the network and reviewing the costs for formal funding approval.

Current priorities for 2004/05 are extension of the cycle/pedestrian path west along the Wharemauku Stream bank, and to progress the Coastal Walkway and Cycleway through the District.

- (vi) Network balance

Porirua City Council

- Investigation into connections to Transmission Gully from Porirua network.
 - City Centre Traffic Study: complete
 - Integrated Transport Study: city wide
 - Parumoana Street: review of improvement options

5. Other Issues related to the RLTS

Porirua City Council:

- *Public transport:*
Working with Mana Coach Services on revised bus routes and Metlink Project.

Upper Hutt City Council

- *Akatarawa Rd*
Reopened after closure for about 3.5 months to repair storm damage costed at \$1.5M.
- *Bridge at end of Karapoti Rd*
Closed due to storm damage and accelerated timber decay.
- *Akatarawa Bridge*
Overhead cross bracings removed.

These structural members were regularly being broken by trucks with over height loads

- *Bulls Run Rd bridge*
Deck and abutment being replaced. Abutment damage due to storms and consequential flooding
- *Commuter carparking*
Needs review.

6. Communications

There is nothing to communicate.

7. Recommendations

That the report be received.

Report prepared by:

Report approved by:

Report approved by:

Leonie Waayer
Access Planning Analyst

Joe Hewitt
Manager Access Planning

Dave Watson
Divisional Manager Transport