



Report: 05.73
Date: 17 February 2005
File: TP/1/4/8

Committee Regional Land Transport
Author Leonie Waayer, Access Planning Analyst

Agency Reports on Implementing the Regional Land Transport Strategy

1. Purpose

To update the Committee on progress in implementing the Regional Land Transport Strategy.

2. Background

The Regional Land Transport Committee is required by the Land Transport Act to provide an annual report on implementing the Regional Land Transport Strategy. The 6 March 2002 meeting of the Committee adopted a proposal to receive a single report from the implementing agencies at each of its meetings with a stronger emphasis on the objectives and performance indicators outlined in the Regional Land Transport Strategy that would assist the development of the annual report.

3. Comment

3.1 Reporting against named proposals

(i) Western corridor

Porirua City Council

- *Western Corridor - Transmission Gully*
Participation in Western Corridor steering group. Identification of effects of TGM and Coastal Route upgrade on Porirua City.
- *Western Corridor – Paraparaumu to Waikanae Suburban rail extension.*

Greater Wellington Regional Council

- *Urban Rail Improvements*
The government announced in January that it will fund the additional local contribution, \$65M, of the proposed urban passenger rail capital programme over the next ten years, necessary to retain mode share. This means that capacity on this rail corridor will be increased over time by the introduction of additional units.

The government announcement does not include consideration of double tracking between Pukerua Bay and Paekakariki or the Kapiti rail package. Both these projects are being reconsidered as part of the Western Corridor Review which is due to report on its preferred solution by April.

Kapiti Coast District Council

- *Western Link Road*

The High Court has now 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 and therefore the designation has been confirmed, allowing KCDC and TNZ to proceed with preparation of resource consents and Historic Places Trust approvals.

(ii) Hutt Corridor

Transit New Zealand

- *SH2 Te Marua Curves improvements*

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

February 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.

February 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.

February update

Design work is complete and all appeals have now been resolved. Acquisition of 5 properties remains outstanding. Negotiations are ongoing with settlement of 3 expected before any hearing at the Environment Court for compulsory purchase via the Public Works Act (PWA). Four of the property owners have objected to the Environment Court under the PWA compulsory land acquisition process. An application for construction funding approval is targeted for April 2005 to enable contract award in December 2005.

Greater Wellington Regional Council

- *Urban Rail Improvements*
The extra funding for rail from the government will result in more carriages on existing trains over time, thus increasing the capacity of the Hutt line.
- *Harbour Ferry Services*
The existing Wellington to Eastbourne ferry operator is to extend their services in mid year by the addition of an extra boat and hence an additional peak hour service. GW is tendering for a new ferry service from Petone to Wellington and this could be in operation prior to the 2005/06 summer period.

Upper Hutt City Council

- *Silverstream Bridge Seismic Upgrade*
Initially delayed awaiting LTNZ funding approval. Now granted and tenders have been called for Professional Services.
- *Silverstream Rail Pedestrian Crossing*
Originally approved in the 2004 LTCCP with barrier arms. Now changed to barrier gates. Additional Council share of increased cost approved. Application made to LTNZ for increased subsidy.

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 of 1.3 means that it is neither economically viable nor affordable in the current funding environment. It is therefore recommended that this option be part of the long term strategy for Hutt City. The option is dependent on the agreement of the rail corridor owner and the ultimate replacement of the Ava Rail Bridge with a shared rail/road bridge.

The report 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. This further study is currently being undertaken in the 2004/2005 year.

Council has not yet formally considered the Valley Floor Connector Study report. It will be formally considered following completion of and in conjunction with the Interim traffic Measures Report and following clarification of priorities for distribution of Transfund's new regionally distributed funds.

Wellington City Council

- *Petone – Grenada Link*

Montgomery Watson Harza has prepared preliminary layouts and estimates for a four lane state highway standard road from Petone to Grenada (100 kph) and a lower standard two lane local road (50 kph). The economic benefits arising from both options are not inconsiderable (B/C ratio of 2.0 on the Transit standard link and 1.9 on the Wellington City Council standard link). There are significant construction issues arising from the Transit standard option. These include very high cut embankments and a large surplus of cut material that is best dealt with by partial use of a cut and cover option on the highest section of the route. As a result, the Transit standard option is three times the cost of the lower speed option. Montgomery Watson Harza is currently assessing a 70 kph option that retains most of the operating benefits but at a lower cost and without the anticipated construction problems.

- *Westchester Drive to Middleton Road*

Acceptable alignments have been determined which minimise the impact of construction on Stebbings Stream. Negotiations with affected landowners over land purchase have commenced.

- *John Sims Drive Completion*

Consultation with affected residents will commence at the end of February.

- *Churton Park to Tawa Link*

Alignments and costs have been prepared for a route from Stebbings Valley to Tawa through Department of Corrections land. The cost to Wellington City Council for this section of the route is estimated at over \$9.0 million. Given that traffic volumes are anticipated to be low over the

route, the economics appear poor. Traffic modelling and benefit/cost ratios are currently being assessed.

(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.

February 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 readvertise the contract early in the 2005/2006 financial year 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.

February 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 \$14.2 million 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.

February update

Construction of the new road began in late October 2002. Poor weather including rainfall (5.1m) in excess of the 10-year average has had a serious impact on project programme and the anticipated completion date is now late 2005. However, good weather this January has enabled substantial progress on the bulk earthworks, which are now due to be completed in February. Road construction will start shortly at the Wairarapa end of the project, and progress towards the summit.

Greater Wellington Regional Council

- *Improvement in the Quality and Accessibility of Passenger Rail Services*
A tender has been released for the delivery of 18 new or refurbished carriages for the Wairarapa services. Tenders close by the end of March 2005.

The review of all passenger transport services in the Wairarapa that started before Christmas is continuing.

(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.

February update

The construction contract was awarded to Fulton Hogan. Geotechnical monitoring equipment installation started in December 2004 at the Terrace Tunnel end of the project. The majority of buildings to be sold or demolished have gone from the site, and the first historic building will be relocated and renovated in February.

Historic Places Trust have commenced their investigations of the ground, in preparation for the historic buildings in Tonks Ave, Cuba and Arthur Sts to be relocated or removed.

Work on the Te Aro stormwater construction project, undertaken in partnership with the Wellington City Council, will start in March following the Historic Places Trust (HPT) investigations and continue until December 2006. Construction is expected to be completed mid-2007.

(v) North Otaki to Ngauranga

- *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.

February update

The High Court has dismissed the three appeals against the Environment Court decision. The designation is now free of appeals. Further

investigation work including a LTMA review, design review and project economics update will begin early in 2005, followed by resource consent and HPT authority applications.

- *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.

February update

The bridge is finished and in use by state highway traffic. The side roads are being constructed, with the project anticipated to be completed in March 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.

February update

The design and build contract was awarded to Fulton Hogan in September 2004. Work commenced on site in October 2004. Earthworks have commenced with the construction of the Southern approach to the railway overbridge and north bound on ramp well underway. Work to relocate the Transpower and NGC utilities is complete. The historic barn was moved to a temporary location in November 2004 and the new location is being prepared to re-site the Barn. Preliminary work for the northern embankment for the overbridge has commenced. The works are programmed for completion in September 2006.

- *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.

February 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 new kerb and channel and footpath work along Mana Esplanade and St Andrews Road
 - Construction of retaining wall opposite Steyne Avenue
 - Pavement construction west side around Goat Point
 - Pavement construction south of Paremata roundabout
 - Preliminary work to enable construction of mini-roundabout in SH58.
- *Transmission Gully Motorway*

The Transmission Gully Motorway is a proposed alternative northern gateway for Wellington. This route would stretch inland from Linden to MacKays Crossing. The motorway would relieve the current and increasing volume of traffic on the existing SH1 route as well as improve safety.

February update

Transit is continuing planting along the motorway corridor in anticipation of construction to mitigate any adverse environmental effects associated with large earthworks, and as a condition of the designation.

Work to review the construction cost estimate was completed in March 2004. A review of the Western Corridor (short, medium and long term requirements between Ngauranga and Peka Peka) commenced in September 2004. The study will consider all viable alternatives including new roading capacity, passenger transport and 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 Median Barrier (CMB)*
- The CMB is a project aimed at improving the safety of the coastal section of SH1 between Paekakariki and Pukerua Bay.

February update

In November 2004 700m of wire rope barrier was installed to form a median barrier on Centennial Highway. Funding was approved in December to investigate the feasibility of extending this median barrier for a total (approx) 5km along SH1 between Fisherman's Table at Paekakariki

and Pukerua Bay. Tenders for this contract closed in January- expect to award a contract by end of February 2005.

3.2 Reporting against objectives, policies and performance indicators

(i) Safety

Land Transport New Zealand, Wellington Regional Office

• *New Zealand Region Road Toll at 15 February 2005*

REGION	2003	2004	2005
Northland	33	29	2
Auckland	81	94	8
Waikato	79	72	17
Bay of Plenty	52	36	2
Gisborne/Hawkes Bay	33	18	5
Taranaki Region	10	15	0
Manawatu/Wanganui	31	40	6
Wellington	34	32	2
Nelson/Marlborough	15	18	0
West Coast	5	10	0
Canterbury	52	45	4
Otago	21	19	1
Southland	15	8	1
NEW ZEALAND	461	436	48

- Wellington Region Road Toll at 15 February 2005

	2003			2004*			2005		
	Local Roads	SH	Total	Local Roads	SH	Total	Local Roads	SH	Totals
Kapiti Coast	1	2	3	0	6	6	0	1	1
Porirua	1	0	1	1	10	11	0	0	0
Upper Hutt	0	4	4	2	0	2	0	0	0
Hutt City	3	4	7	6	1	7	0	0	0
Wellington	4	4	8	1	0	1	1	0	1
Masterton	4	0	4	3	1	4	0	0	0
Carterton	1	1	2	1	0	1	0	0	0
Sth Wairarapa	2	2	4	0	0	0	0	0	0
Total	16	17	33	14	18	32	1	1	2

*2004 data is provisional

Crashes involving a Bus 2004 : Wellington Region

Fatal	3
Serious	3
Minor	20
Non-Injury	70
Total	96

Casualties in Bus Crashes 2004 : Wellington Region

Fatal	3
Serious	27
Minor	101
Total	131

Wellington Region Casualties (by type) at 15 February 2005

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

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

- *Road User Rule*

The Road User Rule which came into effect on 27 February 2005 clarifies the responsibilities of all road users on New Zealand roads. It addresses required behaviour at pedestrian crossings and special vehicle lanes such as cycle, bus and transit lanes. There are also provisions covering use of lights, towing trailers and responsible use of mobility devices and wheeled recreational devices.

The changes are designed to clarify road users' responsibilities, thereby reducing uncertainty and allowing traffic to move as freely and safely as possible through our road network.

Consequentially, changes to signs and road markings were required. These were implemented in the Land Transport Rule : Traffic Control Devices that came into effect at the same time.

This rule sets out requirements for safe, appropriate and consistent selection and positioning of traffic signs and road markings by roading authorities (local councils and Transit New Zealand) nationwide. It aims to ensure traffic control devices are consistent throughout New Zealand, so that road users know what to do in areas which aren't familiar to them. Many areas already conform to the markings and signage proposed under the rule.

More information is available at <http://www.landtransport.govt.nz/rules/about/road-user-2004.html> or by calling Land Transport NZ's helpdesk on 0800 822 422.

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. A tender has been accepted and works will begin in March 2005.

- *Lighting Safety Improvements*
Council has allocated budgets totalling \$230,000 in 2004/05 for these works which include upgrading in main roads, minor roads and pedestrian accessways. Design work is currently under way. A tender has been accepted and works will begin in March 2005.
- *Barrier Improvements*
Council has allocated budgets totalling \$500,000 in 2004/05 for these works. Design work is currently under way.
- *Cycleway Improvements*
Council has allocated \$100,000 in 2004/05 for these works. A tender has been accepted for the construction of the Point Howard cycleway and pedestrian walkway. Works will begin in March 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 (2004/05)*
Complete
 - Speed Humps, Crossings, Astrolabe (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
- *Contract Let*
 - Main Road/ Tireti Road, splitter island and signage
 - Warspite Ave, Road Marking, splitter island, discs, give way signs
 - 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)

To be initiated

- Marking of Edgelines on Wi Neera Drive
- Marking of a Flush Median and Edgelines, Titahi Bay Main Rd (Onepoto Park)
- Road Marking Postgate
- Road Marking Discovery
- Road Marking James Cook

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 – design in progress.

Amenity Lighting Upgrading Programme – design in progress.

Wellington City Council

- *SaferRoads Project Update (as at 4/2/05)*

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.

In Tawa physical traffic features will be installed to slow vehicles, such as: 5 roundabouts, 35 splitter islands, 20 give way controls, 16 speed humps, 3 kerb extensions, 10 pedestrian refuge islands and 57 coloured surfaces on some roads.

Similar changes will be used in other areas.

- *Tawa*

Timeliness: Physical construction is now 97% complete. Completion date - Feb 05. This completion date has been extended by the Contractor due to staff shortage.

Cost: Total value of constructed works to date: \$645,796. Construction works in progress and at various stages of completion: \$54,000.

Quality: Good standard. Closely monitored by consultants.

Quantity: 71 SaferRoads safety improvement projects have been designed and constructed to date.

- *Ngaio, Khandallah & Crofton Downs*
Safety enhancements will be of a similar nature to Tawa. Detailed design is almost complete for all of the changes. Construction will commence when Tawa is complete (estimated Mar 05).
- *Thorndon*
Final consultation closed on 13 Dec 2004. A public meeting was held on 24 Nov 2004. Detailed design will commence after sign off from the Steering Committee (Feb 05) with construction planned for Jul 05 following completion of Ngaio and Khandallah. Plans are being discussed to start Thorndon in this financial year 04/05.
- *Karori*
A technical study of safety works is currently being undertaken. Outcomes of this study will be reviewed by the technical review team in Mar 2005. A public meeting is planned for Apr 05 as part of formal public consultation.
- *Wadestown, Wilton & Northland*
Two workshops were held in Aug 04. Development of concept plans will be over the next 6 months.
- *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 Oct 04. The concept will be presented to the Technical Review Team and Steering Committee in Mar 05. Construction will take place Jun/Jul 2005 and 2006.

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 3 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.

(iii) Sustainability

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.

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

- 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.

(iv) Accessibility and economic development

Porirua City Council

- *New Bus Stops*
Sievers Grove (for school bus).
- *New Bus Shelters*
Titahi Bay Road (Takapuwahia).

SH58 at Moonshine Road

Working with Mana Coach Services to establish priorities for other new shelters.

- *Lighting improvements to bus shelters*
Porirua Station.

(v) Network Balance

Porirua City Council

- Investigation into connections to Transmission Gully from Porirua network
- City Centre Traffic Study - Complete
- Integrated Transport Study – City Wide

3.3 Other Issues

Upper Hutt City Council

Two bus shelters installed (Outside Countdown in Queen St and at the Upper Hutt Railway Station).

Laying concrete pads at lesser used bus stops in Totara Park so commuters do not have to walk on wet grass to enter bus

Porirua City Council

Public transport: Working with Mana Coach Services on revised bus routes and MetLink Project.

4. Communications

There is nothing to communicate.

5. Recommendation

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