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Report to the Regional Land Transport Committee
From Tony Brennand, Manager, Transport Policy

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 of the implementing agencies of each of its meetings with a stronger emphasis on the objectives and performance indicators outlined in the Regional Land Transport Strategy that would assist the development of the annual report.

3. Comment

3.1 Reporting against named proposals

(i) Western corridor

Transit New Zealand

- ***SH1 Western Link Road***

The proposed Western Link Road is a joint project with Kapiti Coast District Council which includes building a parallel route to State Highway 1, between Peka Peka (north of Waikanae) and Poplar Avenue (at Raumati). There are two outstanding appeals to the designation.

May 2002 update

Mediation with the appellants was unsuccessful and an Environment Court hearing was held between December 2001 and February 2002. A decision is expected in June.

- *SH1 Hadfields Road to Peka Peka Road improvements*

The first stage of these improvements, which is under way, includes straightening the road at this site and providing two right-turn bays. The second stage will be carried out in the future when the highway is upgraded to four lanes.

May 2002 update

Construction began last year. The improvements are on target to be completed on schedule, mid-2002.

- *SH1 Otaihanga Road intersection improvements*

While a number of small improvements have been undertaken at the intersection over the last five years, there is still a high crash rate history. Transit has initiated detailed investigations for further improvements.

May 2002 update

A peer review and safety audit is being carried out on the scheme assessment.

- *SH1 Lindale to Nikau Palms Drive*

This project includes building a \$2.4 million underpass linking two side roads and providing on and off ramps for the highway, just north of Paraparaumu.

This interchange would cater for vehicles coming in and out of the Lindale tourist complex. The existing entrance on to State Highway 1 would be closed once construction is complete.

May 2002 update

Design is now complete. Due to problems in obtaining the approval of affected parties, both the Notice of Requirement and Resource Consents are being notified.

- *SH1 MacKays Crossing improvements*

This major project is aimed at significantly improving safety and traffic flow at MacKays Crossing on State Highway 1, 3km 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 II Park and Whareroa Farm.

Transit would build a connection from this new stretch of highway to the proposed Transmission Gully alignment, in the future.

May 2002 update

The commissioners gave a positive recommendation on designation and resource consents. Two appeals have been received on the designation.

- *SH1 Paekakariki Beach Road intersection*

Transit is underway with a \$200,000 improvement project at this intersection. This work includes widening and lengthening the left-turn

lane into Beach Road from State Highway 1, installed overhead lighting at either side of the intersection, improving road markings and reshaping the main traffic island.

In the past five years, seven of the 20 accidents reported in the vicinity of this intersection involved collisions with vehicles turning right out of Beach Road being hit by vehicles travelling northbound on State Highway 1.

Transit and the Kapiti Coast District Council are also investigating long-term options to improve safety for drivers leaving and entering Paekakariki. These options include improving the Beach Road and Ames Street intersections and providing alternative accesses. This strategy study is only an investigation of options.

May 2002 update

The current improvements at the Beach Road intersection are almost complete.

Transit and Kapiti Coast District Council are advising the local community about the long-term options for improvement in late-May, and holding workshops to receive feedback.

- *SH1 Pukerua Bay to Plimmerton improvements*

About 100 people celebrated the completion of this \$9.5 million project on 27 April. Safety has been significantly improved along a 3.5km section of road which Transit has realigned and upgraded with two lanes in each direction separated by a median barrier.

Transit also used part of the old road for a pathway, and shifted the main road further away from Taupo Swamp, a preserved area. Transit, Queen Elizabeth II National Trust, Department of Conservation and the Porirua City Council worked together to enable the construction of the pathway.

- *SH1 Plimmerton to Paremata upgrade*

This major project will help ease delays and congestion, and improve safety and local access on State Highway 1 from Plimmerton to Paremata.

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

May 2002 update

Transit gained approval from the Environment Court to carry out this work in July 2001.

Construction of the first part of this project, the duplicate Paremata Bridge, will begin in June 2002. Transit is continuing detailed design and land negotiations for the balance of the work.

- *Transmission Gully Motorway*
The Transmission Gully Motorway is a proposed alternative, northern gateway for Wellington. This route would stretch inland from Linden to MacKays Crossing. The motorway would relieve the current and increasing volume of traffic on the existing State Highway 1 route, and improve safety.

March 2002 update

Transit now owns 19 of the 63 properties along the route.

Transit is carrying out planting along the motorway corridor in anticipation of construction, to avoid any adverse environmental effects associated with large earthworks, and as a condition of the designation. A total of 44 hectares are being planted. In 2001, part of an area behind the Pauatahanui Golf Course was planted with 5,000 plants. Transit awarded a plant supply contract late-2001 to finish planting this area and begin planting two blocks behind Whitby with 40,000 plants. These are expected to be planted late-2002.

Work is also proceeding on the resolution of outstanding appeals to the designation.

The route has recently been surveyed using aerial laser technology. Transpower bought a Russian company named Opten to New Zealand in January to carry out a national survey of their transmission lines, and Transit took this opportunity to have an aerial laser survey of the route done.

This survey will help decide the best alignment for the motorway, obtain a more accurate design of the road, and to refine the cost of the project.

Wellington Regional Council

- *Upgrade of Paraparaumu station*
- *New station for Raumati*
- *Rail electrification to Waikanae*
All these projects remain stalled until the pending Tranz Metro sale has been completed.
- *Increased urban rail frequency*
New improved services started on 5 August 2001. Patronage increases suggest services are well supported.
- *Additional carparks and cycle lockers at main railway stations*
Paraparaumu and Paekakariki carparks have been remarked to increase spaces available.

- *Increases in rail feeder services*
Application made to Transfund for Waikanae bus service change, hourly to half hourly, as a kick-start project for 2002/03.

Wellington City Council

Nothing to report.

Porirua City Council

Nothing to report.

Kapiti Coast District Council

Nothing to report.

(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. The original scheme included constructing a passing lane immediately south of the Mangaroa Bridge.

May 2002 update

The passing lane will no longer be constructed due to safety concerns. Transit is currently carrying out geotechnical testing the surrounding area and a detailed survey of the water main. Property purchase, Notices of Requirement and resource consents will be undertaken following this survey.

- *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 2002 update

The Notice of Requirement has been lodged and notified, and approximately 30 submissions were received. The commissioners hearing was held in October 2001, and the recommendation was that the designation be confirmed. Twelve appeals have been received.

Wellington Regional Council

Hutt Corridor Study: Refined strategies are currently being modelled. Investigations into sustainability and economic development benefits of options is essentially complete.

- *Investigate bus or HOV lane Petone to Ngauranga*
Investigation part of Hutt Corridor study.
- *Allow additional commercial direct bus services to Wellington CBD*
No request to register a commercial service between the Hutt Valley and Wellington has been received.
- *Allow direct commercial ferry services*
A proposed Petone to Wellington ferry service received approved kick-start status but too late to secure a possible boat. The project may resurface in 2003.
- *Increase rail frequency*
This was introduced on 5 August 2001.
- *Increase rail feeder services*
A review of all Hutt Valley bus services is currently underway through a comprehensive public consultation programme.
- *Provide additional commuter carparks*
Further carparking additions have been made recently at Waterloo and Woburn.
- *Refurbish Upper Hutt and Petone railway stations*
A proposal to replace the current Petone railway station building has been approved by the Council. Discussions are being held with the Hutt City Council regarding its future ownership. Work could start early in 2002/03. Investigations into upgrading Upper Hutt station are programmed for the 2002/03 financial year.
- *Improve quality of rail services between Masterton and Upper Hutt*
Proposal to increase number of peak trains awaits the ability of Tranz Metro Wellington to source an appropriate locomotive.

Hutt City Council

Nothing to report.

Upper Hut City Council

Nothing to report.

(iii) Wairarapa Corridor

Transit New Zealand

- *SH2 Mt Bruce to Featherston Strategy Study*
This strategy project is complete and will be reported to the Transit Authority shortly.

- *SH2 Waiohine Bridge replacement*
Transit has been working closely with the South Wairarapa District Council and the Wellington Regional Council on a scheme to replace the narrow bridge which stretches over the Waiohine River north of Greytown.

May 2002 update

Transit is waiting for funding approval to proceed with purchasing land, and obtaining resource consents and the Notice of Requirement.

- *SH2 Rimutaka corner easing*
This project includes straightening some tight bends in the highway about 500 metres south of the Rimutaka summit. Heavy vehicles regularly cross across the centre line at this site.

May 2002 update

Transit has discussed the preferred scheme with the Rimutaka Hill Road Committee. The committee supported the project, but requested Transit extends the project to a further bend where heavy vehicles have difficulty. Investigation has commenced and a report is due by August this year.

- *SH2 Kaitoke realignment*
The Kaitoke realignment is a \$14.5 million project aimed at significantly improving safety, traffic flow and driver comfort along a 5.5km stretch of State Highway 2 over Kaitoke Hill, north of Upper Hutt. The existing highway has many corners, sharp bends, dips and rises and there is limited sight distance along the road. It has a crash rate twice the national average for this type of highway.

May 2002 update

Designation was granted in August 2001. Resource consents have been approved and Transit is finalising property negotiations. Construction funding will be requested within the next two months.

Wellington Regional Council

Wairarapa Corridor plan technical work has commenced with a meeting to be held in Greytown on 27 May 2002.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Report strong support for the Kaitoke Hill Road (SH2) and Rimutaka Hill Road (SH2) projects as they have significant impacts on Upper Hutt residents.

(iv) **Porirua to Hutt Valley**

Transit New Zealand

- *SH2 intersection improvements & SH58 summit to SH2 four-laning*
To improve safety at the intersection of State Highway 2 with State Highway 58, and to the sections of highways, Transit is proposing to build a full interchange (similar in layout to the Porirua Mungavin Interchange), and realign and upgrade 5kms of highway to four lanes with a median barrier.

This project addresses the poor crash record on the section of State Highway 58 from the Dry Creek Quarry to Harris Road.

May 2002 update

Appeals have been lodged against the resource consents and Notices of Requirement.

Wellington Regional Council

New bus service Porirua to Hutt Valley.

Trial service started in August 2001 has been amended to make the service both ways at peak times. It used to be predominantly to the Hutt Valley in the morning and return in the evening.

Porirua City Council

Nothing to report.

Upper Hutt City Council

Report strong support for the upgrading of the SH58/SH2 intersection and the four laning of Haywards Hill SH58 because of the significant impact it will have on Upper Hutt residents.

Hutt City Council

Nothing to report.

v) **Ngauranga to Wellington CBD**

Transit New Zealand

- *SH1 Wellington Inner City Bypass*
The Inner City Bypass is a proposed new road which will provide a safer and more efficient route between the Southern and Eastern suburbs and the Northern gateway to Wellington. It would be one-way, two lanes, at ground level, with dedicated turning lanes and a 50km/h speed limit. Existing roads will be altered and redefined, and 700 metres of new road will be constructed along with 1080 metres of new footpath and cycleway and a new bridge.

May 2002 update

The NZ Historic Places Trust gave archaeological approval to carry out the work through Te Aro, on 10 May 2002. There is a three week appeal period.

Detailed design is under way. Transit will need to apply to the Wellington City Council for design approval against the designation required. The final step will be to apply to Transfund New Zealand for construction funding.

- *SH1 Basin Reserve improvements*
Transit is investigating long-term options for improving traffic flow and safety around the Basin Reserve.

May 2002 update

Stage 1 investigations are complete. Transit is currently awaiting the Wellington Central Business District (CBD) Corridor Study to ensure that any work done at the site is consistent with this framework.

Wellington Regional Council

The CBD Corridor study has progressed to a point where the second stage modelling of options is complete.

- *Improve bus priority through CBD*
Investigation of CBD bus priority is being undertaken by Wellington City Council. Three out of city centre bus lane/priority systems have been approved on a trial basis.
- *Provide bus service to the airport*
The Flyer service from the Hutt Valley is continuing though part of it is no longer commercial.
- *Enhance the Lambton bus/rail interchange*
The Lambton project is underway again after a five month delay. It should be fully operational by early 2003.
- *Improve pedestrian linkages from the station to the CBD*
Part of the Lambton enhancement provides additional pedestrian shelters radiating from the Lambton terminal area. The Wellington CBD corridor study being undertaken by Wellington city and Regional Council is considering pedestrian improvements.

Wellington City Council

Nothing to report.

vi) **Wellington South to the Airport**

Transit New Zealand

Nothing to report.

Wellington Regional Council

Nothing to report.

Wellington City Council

Nothing to report.

3.2 Reporting against objectives, policies and performance indicators**i) Accessibility and economic development*****Transit New Zealand***

10-year programme of improvement works to state highways is being developed, consistent with the RLTS and government policy.

Wellington Regional Council

Travel time surveys on the main corridors have been undertaken and completed. Liaison with Transit New Zealand has taken place on this matter.

The policy framework for the pedestrian strategy is largely complete.

Work on the Regional Cycling Strategy has commenced.

An investigation into improved pedestrian options to the Wellington railway station is underway.

A survey on bus travel times on the Golden Mile is complete.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

Expanded bus service in Titahi Bay – now includes upper Pikarere Street, including relocation of bus stops and shelters.

New bus stops in Kenepuru Drive, for changed route 59.

Installed concrete slabs at 37 bus stops.

New bus stop at 78 Discovery Drive.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Upper Hutt City Council is reviewing their cycle network for its adequacy for current and projected use. The cycle network was first established in 1995.

Hutt City Council

Nothing to report.

ii) **Economic efficiency**

Nothing to report.

iii) **Affordability**

Nothing to report.

iv) **Safety*****Transit New Zealand***

The programme of safety improvements underway.

The Active Traffic Management System (ATMS) on State Highway 1 is being further refined.

The Terrace Tunnel safety system is being improved.

Land Transport Safety Authority

- *New Zealand region road toll at 14 May 2002*

| REGION | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
|---------------------|------|------|------|------|------|------|------|
| Northland | 43 | 27 | 39 | 35 | 46 | 27 | 14 |
| Auckland | 103 | 115 | 105 | 88 | 70 | 72 | 33 |
| Waikato | 81 | 98 | 78 | 94 | 99 | 85 | 19 |
| Bay of Plenty | 42 | 47 | 48 | 54 | 43 | 43 | 10 |
| Gisborne/Hawkes Bay | 30 | 39 | 34 | 25 | 32 | 20 | 5 |
| Taranaki | 9 | 17 | 15 | 18 | 15 | 17 | 5 |
| Manawatu/Wanganui | 58 | 54 | 39 | 44 | 42 | 45 | 12 |
| Wellington | 26 | 26 | 26 | 33 | 32 | 30 | 5 |
| Nelson/Marlborough | 13 | 17 | 20 | 14 | 13 | 13 | 10 |
| West Coast | 3 | 10 | 5 | 10 | 5 | 18 | 7 |
| Canterbury | 59 | 64 | 57 | 64 | 32 | 46 | 23 |
| Otago | 34 | 19 | 27 | 20 | 21 | 23 | 4 |
| Southland | 13 | 7 | 11 | 11 | 12 | 15 | 10 |
| NEW ZEALAND | 514 | 540 | 504 | 510 | 462 | 454 | 157 |

- *Wellington region road toll at 14 May 2002*

| WELLINGTON REGION | 1998 | 1999 | 2000 | 2001 | 2002 |
|-------------------|-------|-------|-------|-------|-------|
| | Total | Total | Total | Total | Total |
| Kapiti Coast | 4 | 9 | 7 | 10 | 2 |
| Porirua | 2 | 3 | 7 | 2 | 0 |
| Upper Hutt | 2 | 2 | 2 | 0 | 0 |
| Lower Hutt | 7 | 6 | 3 | 6 | 1 |
| Wellington | 4 | 5 | 6 | 6 | 0 |
| Masterton | 3 | 2 | 1 | 2 | 0 |
| Carterton | 2 | 6 | 3 | 1 | 2 |
| South Wairarapa | 2 | 0 | 3 | 3 | 0 |
| <i>Total</i> | 26 | 33 | 32 | 30 | 5 |

- *Wellington region fatalities at 13 May 2002*

| Casualty Types | |
|-----------------------|----------|
| Drivers | 9 |
| Passengers | 3 |
| Motor Cycle Riders | 2 |
| Pedestrians | 1 |
| Cyclists | - |

| Casualty Ages | |
|----------------------|----------|
| 0-14 years | 2 |
| 15-19 years | 2 |
| 20-24 years | - |
| 25-39 years | 3 |
| 40-59 years | 3 |
| 60+ years | 5 |

- *Introduction of new vehicle safety rules*

The LTSA released a package of vehicle safety proposals for public comment in June last year. Some of these proposals are now being implemented through the introduction of new and revised Land Transport Rules.

All of the rules will come into force on 1 April 2002, although some changes to the law will not take effect immediately. The new vehicle safety measures being introduced are as follows:

- That all passenger cars entering the New Zealand fleet must comply with frontal impact standards
 - That damaged or deployed airbags must be replaced in vehicles up to 14 years old
 - That replacement parts for frontal impact protection systems must not prevent a vehicle from complying with a frontal impact standard
 - That water damaged vehicles not be allowed to be certified for use on the road because of damage to safety components
 - That Warrant of Fitness (WoF) inspections be required yearly for all vehicles until they are six years old (implementation from 1 October 2002)
 - That provision be made for the introduction of varied Certificate of Fitness inspections for commercial vehicles (implementation not before 2004)
 - That older retractor-type safety belts which fail a WoF be replaced with newer "webbing-clamp" belts where available (implementation from 1 April 2003).
- *Regional community road safety campaigns - Wellington region pedestrian safety awareness campaign*

During the last five years 762 pedestrians, (438 in Wellington city) have been injured by vehicles in the Wellington region. The 2002 regional

campaign sought to inform the public about these figures and to heighten safety awareness amongst pedestrians and motor vehicle users.

The campaign involved drama students dressed as red/green people appearing at city black-spots during lunch and commuter peak times. They also visited schools throughout the region during the week. The campaign received a larger response than previous similar campaigns with letters to the newspaper, emails, interviews sought by Radio NZ, and several articles.

A survey carried out a few weeks after the campaign solicited the following responses from the 346 pedestrians interviewed at random:

- 66% had seen the red and green people
 - Over 90% of these could repeat the key campaign messages
 - 93% of these rated the campaign very effective, with the other 7% rating it effective.
- *Wellington region road safety competition for tertiary education institutions*

Following the successful format used in the 1998 and 1999 campaigns, the road safety show visited five universities and technical institutions in the region. Those visited were: Victoria University, Massey University, Wellington Institute of Technology, Whitireia Polytechnic campuses at Porirua and Kapiti.

The aim of this regional project was to raise awareness of key road safety issues for the most at-risk group of drivers – those aged 18 to 25 years. In order to enter the draw for a good used car, the students had to complete four road safety tasks:

- Ride on the seatbelt sled
- Test out the facilities in the Police booze bus
- Find five WoF flaws on another car provided for the purpose
- Answer six road code questions.

The tasks required persistence as it took an average of twenty minutes to complete all four tasks, but the students were spurred on by the best ‘odds’ they would ever have to win a car. Over 450 students completed the entry forms successfully. The winner was a student from Victoria University. This road safety competition brought together Police, the local authorities, and the Student’s Associations at the various Institutions. There were also a number of sponsors including AA Technical Services, Able Autos, and Beaufepaires.

The road show took place from 6-10 May and the evaluation is not yet complete.

Wellington Regional Council

The preparation of an updated draft Regional Road Safety Strategy is almost complete.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

Road safety programme is underway.

Minor safety works are being implemented.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

v) **Sustainability**

Transit New Zealand

Transit is including walkway and cycleway facilities in projects. For example, the recent Plimmerton to Pukerua Bay cycleway has been a great success, and the new Paremata Bridge will have a pathway running underneath and alongside it.

Wellington Regional Council

A programme of traffic related air quality, water quality and noise investigations are about to commence.

Kapiti Coast District Council

Nothing to report.

Porirua City Council

Plimmerton-Pukerua Bay cycleway/footpath, stage 1 opened April 2002, stage 2 under construction.

Wellington City Council

Nothing to report.

Wairarapa District Councils

Nothing to report.

Upper Hutt City Council

Nothing to report.

Hutt City Council

Nothing to report.

v) **Network balance**

Nothing to report.

3.3 Other Issues

Transfund New Zealand

- *New Government policy initiatives*

Transfund is working with Ministry of Transport and others to put in place a variation to its Performance Agreement with the Minister so that the 2002/2003 National Land Transport Programme reflects new government policy initiatives, as much as is possible ahead of changes to legislation. This work will not be complete by late June when the NLTP must be announced, but new policies will be progressively introduced through the 2002/2003 year.

Meantime, we are accepting into the NLTP as many projects as can be identified that might fit the new policies. These will be included in the NLTP as category 2 projects (not yet approved for funding) and approved for funding when policy decisions are made.

- *Maintenance and construction*

Maintenance programmes have been agreed with Road Controlling Authorities and are unaffected by the Government's announcements.

Construction projects in the Wellington region (unless they involve cycling and walking, see below) are potentially affected by the move to less reliance on the benefit/cost ratio as a prioritisation tool and the desire to place a greater emphasis on urban congestion relief projects. BCR will still be an important part of the prioritisation process. What is approved for funding in this region depends first of all on what is put forward by RCAs. The second determinant is the value of bids from all RCAs versus the funds available, and the ranking of the projects on a national basis.

The result of this process will not be known until the end of June, when the NLTP is announced. However, before then there will be consultation with RCAs and other interested parties on the changes to project prioritisation methods.

- *Regional development*

This is largely restricted to regions which have a Regional Development Strategy in place. Northland and Tairāwhiti are the first priorities, with possible extension to Eastern Bay of Plenty and South Waikato.

- *Walking and cycling*

The rules around this are still being developed, but it is likely that priority will be given to the preparation of strategies by RCAs, followed by projects to implement existing strategies.

- *Alternatives to roading*

Again the rules for prioritising projects in this area are yet to be fully developed. Projects submitted range from rolling stock refurbishment for passenger services to the construction of new rail links for freight.

- *PEM benefits review*

Consultation on the results of this study is currently underway. Workshops being held in Auckland, Rotorua, Wellington and Christchurch during May are intended to inform RCAs of the outcome of this project and the likely effect on projects. PEM will remain an important element of project evaluation and prioritisation.

- *Public transport funding*

The Transfund Board has begun a first principles review of its funding of passenger transport. Consultation on this with regional councils has started. In the meantime the Patronage Funding Scheme is to be extended by a year in modified form to give time for this review.

The review includes consideration of funding asset refurbishment and renewal for passenger rail services in both Auckland and Wellington.

4. Communications

There are no relevant communication matters.

5. Recommendations

That the report be received.

Report prepared by:

Approved for submission by:

TONY BRENNAND
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On behalf of the Technical Group

DAVE WATSON
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