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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. 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

Transit New Zealand

- *SH1 Western Link Road*

The proposed Western Link Road is a joint project with Kapiti Coast District Council to build a parallel route to SH1 between Peka Peka (north of Waikanae) and Poplar Avenue (in Raumati). This parallel route would free up both the congested highway and local roads.

The Environment Court approved the designation for the road in 2002. There have been a number of appeals to both the Environment Court and the High Court since this time.

November 2004 update

The High Court has dismissed the three appeals against the Environment Court decision. Further investigation work including a LTMA review, design review and project economics update will begin

early in 2005, followed by resource consent and Historic Places Trust 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.

November 2004 update

The bridge is finished and in use by state highway traffic. The Ventnor Drive connection roads have been completed. The link road to the Lindale complex is yet to be completed. Earthworks to complete the Nikau Palm Road connection roads is underway. The construction is expected to be completed by 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.

November 2004 update

The design and build contract was awarded to Fulton Hogan in September 2004. Work commenced on site in October 2004 and the earthworks are well underway. Work to relocate the utilities is scheduled to be completed by early December 2004. The historic barn was moved to a temporary location in November 2004. 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.

November 2004 update

All physical works are now underway. The duplicate bridge has been completed and the bridge approaches are expected to be completed in early 2005.

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 around Goat Point and opposite Steyne Avenue
 - Pavement construction west side north of Plimmerton
 - Pavement construction south of Paremata roundabout.
- *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.

November 2004 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.

Porirua City Council

- *Transmission Gully*
Participation in the Western Corridor Review, including identification of effects of TGM and Coastal Route upgrade on Porirua City.

Greater Wellington Regional Council

- *Waikanae Electrification Package*
Discussions have been held with New Zealand Railways Corporation regarding funding of passenger driven track enhancements. These discussions are on going. In the meantime work has been commissioned to update the cost of the package. The project is now also linked to the overall Western Corridor review looking at capacity requirements for all modes in the Corridor.
- *Improve Bus/Rail Connections at Porirua Station*
A consultancy brief to undertake a review of the future options for Porirua Station is being developed and proposals will be called for shortly to undertake the work.

(ii) Hutt Corridor

Transit New Zealand

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

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

November 2004 update

Design work is complete and all appeals have now been resolved. Acquisition of a number of properties remains outstanding.

Negotiations are ongoing and compulsory purchase via the Public Works Act has commenced on all remaining properties. Four of the property owners have gone to the Environment Court objecting to the compulsory land acquisition.

- *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.

November 2004 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.

Greater Wellington Regional Council

- *Allow Commercial Ferry Services across the Harbour*

A number of groups sought information regarding the possible commercial registration of a Petone to Wellington ferry service. None of the enquiries have resulted in a firm proposal. Greater Wellington has therefore moved to call tenders for a ferry service from Petone to Wellington on a trail basis.

Upper Hutt City Council

- *Silverstream Bridge Seismic Upgrade*

Expressions of Interest were invited from Consultants and a selection made. However progress has now been delayed by a peer review required by Transfund before they can confirm funding.

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.

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.

Hutt City 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 Limited have been engaged to develop the alignment of this route, particularly the eastern end. The consultants will report on rough order costs and benefits by the end of January 2005.

(iii) Wairarapa 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.

November 2004 update

Design and property purchases are complete. Awaiting approval of construction funding.

- *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.

November 2004 update

The Transit Board has approved a scheme to provide a 60km/h speed environment along this section of the highway. The professional services contract has been awarded to Opus International who will progress obtaining resource consents and designation following detailed geotechnical investigations.

- *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.

November 2004 update

Construction of the new road began in late October 2002. Work is now about 65 percent complete with the new bridge structure completed in August. However, poor weather including rainfall in excess of the 10-year average has had a serious impact on project programme and the anticipated completion date is now August 2005.

- *SH2 Waiohine Bridge replacement*
Transit has been working closely with South Wairarapa District Council, Carterton District Council and Greater Wellington Regional

Council on a scheme to replace the narrow bridge that spans the Waiohine River north of Greytown.

November 2004 update

Approval has now been given to proceed with this project. All non-notified designation and resource consents have been obtained. The cost-sharing agreement with Greater Wellington Regional Council and the two district councils has now been signed off.

The bridge replacement contract has been advertised and tenders are currently being evaluated. Tender award expected early December 2004. The contractor is expected to establish on-site early in the New Year.

Greater Wellington Regional Council

- *Continuous Improvement in the Quality and Accessibility of Passenger Rail Services*

Greater Wellington has commissioned Toll NZ professional services to write tender documents for the provision of 18 new carriages for the Wairarapa to Wellington service. It is anticipated that a tender will be let in February 2005 with the first new carriage being delivered by July/August 2005.

Greater Wellington has also started a review of all passenger transport services in the Wairarapa.

(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.

November 2004 update

The construction contract was awarded to Fulton Hogan. Work will start early December 2004 at the Terrace Tunnel end of the project. Road works will start mid January to prepare for Vivian Street traffic to be diverted on to a temporary bridge/road in March. Bulk earthworks and creation of a trench structure and retaining walls south of the motorway tunnel will start in March and continue until October 2006.

Work will also start in the New Year on relocation and restoration of historic buildings between Vivian and Arthur streets. This work is expected to continue until late 2006. Work on the Te Aro stormwater construction project, undertaken in partnership with the Wellington City Council, will start in February and continue until December 2006. Construction is expected to be completed mid-2007.

Greater Wellington Regional Council

- *Improve Bus priority through the CBD*
The bus priority measures previously put in place have been confirmed as being successful. This has led to additional projects being proposed for the coming year.

3.2 Reporting against objectives, policies and performance indicators

(i) Safety

Land Transport Safety Authority, Wellington Regional Office

- *New Zealand Region Road Toll at 16 November 2004*

REGION	2002	2003	2004
Northland	27	33	27
Auckland	74	81	82
Waikato	53	79	48
Bay of Plenty	23	52	33
Gisborne/Hawkes Bay	13	33	16
Taranaki Region	10	10	12
Manawatu/Wanganui	22	31	30
Wellington	16	34	28
Nelson/Marlborough	18	15	17
West Coast	11	5	10
Canterbury	40	52	43
Otago	10	21	16
Southland	18	15	6
NEW ZEALAND	335	461	368

- *Wellington Region Road Toll at 16 November 2004*

WELLINGTON REGION	2002 Total	2003 Total	2004 Total
Kapiti Coast	6	3	3
Porirua	3	1	11
Upper Hutt	0	4	1
Lower Hutt	6	7	6
Wellington	4	8	2
Masterton	0	5	4
Carterton	3	2	1
South Wairarapa	2	4	0
Total	24	34	28

- *Wellington Region Casualties (by type) at 16 November 2004*

Casualty Types	
Drivers	14
Passengers	11
Motor Cycle Riders	-
Pedestrians	2
Pedal Cyclists	1

Casualty Ages	
0-14 years	-
15-19 years	6
20-24 years	4
25-39 years	3
40-59 years	5
60+ years	10
Unknown	-

- *Regional Seatbelt Wearing Rates*

In August 2004 LTSA released the results of a survey of safety belt use in New Zealand. It showed that 94% of drivers/passengers buckle up in the front seat.

While on the face of it this is a good result, given there are some 2.85 million licensed drivers in New Zealand, 6% not buckling up represents 170,000 people who are not wearing their seatbelt every time they get in the car.

Police crash reports show that 94 unrestrained vehicle occupants died in crashes on New Zealand roads last year. They estimate at least 41 of these people would have survived had they buckled up.

Table 2: Front seat adult safety belt wearing rates by Local Government Region (%).

Local Government Region	1996	1997	1998	1999	2000	2001	2002	2003	2004
Northland	83	75	84	87	83	88	93	90	93
Auckland	88	90	97	93	94	94	91	95	96
Waikato	86	88	88	87	90	93	94	93	94
Bay of Plenty	87	78	84	90	92	94	95	93	95
Gisborne	83	82	91	93	97	94	95	96	92
Hawkes Bay	80	82	78	79	81	82	90	90	91
Taranaki	86	91	96	98	92	93	96	93	92
Manawatu-Wanganui	80	90	84	83	87	88	88	88	92
Wellington	89	90	88	95	89	94	93	91	94
Nelson-Marlborough	89	92	89	89	90	94	95	96	96
West Coast	75	79	74	77	82	94	90	90	93
Canterbury	87	92	91	90	92	92	93	92	94
Otago	90	93	92	93	94	95	95	92	94
Southland	86	90	88	92	95	93	87	93	96
All NZ	86	88	88	89	90	92	92	92	94

Note. The accuracy of the wearing rates shown here depends on the sample sizes (the number of vehicle occupants observed). If the sample size is small, the data may show large random fluctuations in the observed wearing rate. Sample sizes in other regions have been over 1000 occupants and with the survey expansion in 2003, now over 3500 occupants.

- *2004 Survey of Public Attitudes to Road Safety*
What do New Zealanders really think about drink-driving, speeding, police enforcement and the state of their roads? The answers, including regional results, are in the 2004 survey of public attitudes to road safety, were released by the LTSA in November 2004.

As in years past, the 2004 survey showed strong support for police enforcement, with 90% of respondents saying police effort into catching people breaking road safety laws should remain at current levels (50%) or be increased (40%). Just eight percent said there should be less police enforcement.

Speed and alcohol are widely acknowledged as major road safety problems. The once commonly-held attitude that speeding and drink-driving are not risky if the driver is careful has steadily lost currency since the introduction of the Police/LTSA road safety enforcement and advertising campaign in 1995. In 1995, 24% said there wasn't much chance of a crash when speeding if the driver was careful, and 13% thought the same was true for drink-driving. In 2004 the proportion holding that view has fallen to 15% for speeding and 7% for drink-driving.

The 2004 survey also confirms the continued support of the silent majority of New Zealanders for the enforcement of speed limits. Seventy-seven percent of those surveyed agreed that enforcing the speed limit helps to lower the road toll. Fifty-nine percent of respondents said they believe speed cameras are operated fairly, and 56% said they would support the use of hidden cameras, compared with 28% opposed and 16% neutral.

The 2004 public attitudes survey also shows a very high level of support for road safety advertising and publicity, with 92% saying it should be increased or remain at current levels, and just seven percent saying it should be decreased.

The survey also questions drivers about their perception of the design and standard of the roads they drive on. In the 2004 survey just 10% of New Zealanders described the design and standard of the roads they normally use as 'very safe', while 72% think their usual roads are 'fairly safe' and 18% described them as unsafe.

Other survey results show that 76% of New Zealanders agree that compulsory breath testing helps to lower the road toll and 90% agree that automatic loss of licence is a fair penalty for driving 150km/h on the open road. Twenty percent of drivers admitted they had driven while 'slightly intoxicated' during the past 12 months, 19% had received a speeding ticket, 96% said they always wore a seatbelt when driving on the open road and 92% always buckled up when driving in town.

Public attitudes surveys are one of several measures (including crash data and surveys of road user behaviour) used in the evidence-based evaluation of road safety programmes in New Zealand.

Full details of the survey can be found on the LTSA website at www.ltsa.govt.nz/publications/public-attitudes/2004.html.

- *New Land Transport Rule for Heavy Vehicles*
The Transport Rule: Heavy Vehicles 2004 (Rule 31002) will come into force on 1 April 2005.

The rule aims to help reduce the number of road crashes that are caused by defects in heavy vehicles. Crashes involving a heavy vehicle tend to result in serious and fatal injuries and large financial and social costs to the community.

A secondary purpose is to address safety issues relating to heavy vehicles by providing a clarified legal basis that will encourage higher levels of compliance and improve road safety as a result.

The rule will require that:

- heavy vehicles be built, modified and repaired correctly, and maintained in good operating condition according to the manufacturer's instructions;
- specialist equipment fitted to a heavy vehicle must enable the vehicle to be operated safely under all reasonably expected operating conditions and must not endanger the safety of the vehicle, its occupants and other road users;
- only appropriate safety-critical equipment that complies with specified standards and other safety requirements may be fitted to, or used with, a heavy vehicle operated on our roads.

The rule will progressively take effect from 1 April 2005 with some requirements having lead-time of six months and other requirements, such as TTMF-coded drawbeams and drawbars re-certification or withdrawal from service, having maximum lead-in period of 18 months after the rule comes into force.

- *Proposed Land Transport Rule : Heavy Vehicle Load Security*
The purpose of this rule is to contribute to the safe operation of heavy vehicles transporting loads on New Zealand's roads, by consolidating, updating and improving the requirements for the securing and containment of vehicle loads. The existing regulations and the *Truck Loading Code* do not adequately manage the risks from moving loads that cause vehicle instability and rollover. The rule's main aim, therefore, is to improve vehicle stability by limiting load movement.

Comments and submissions on the draft *Land Transport Rule: Heavy-vehicle Load Security* are due on 17 January 2005 and can be made directly through the LTSA's website [at www.ltsa.govt.nz/consultation/hv-load-security/].

- *Transport Legislation Bill: New Land Transport Organisation*
When the Transport Legislation Bill is enacted (expected 1 December 2004) Transfund and Land Transport Safety Authority will be merged to form a new organisation (proposed name Land Transport New Zealand) that will be charged with giving effect to the New Zealand Transport Strategy.

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*
Hutt City 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. Tenders are currently being called for.
- *Lighting Safety Improvements*
Hutt City 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.
- *Barrier Improvements*
Hutt City Council has allocated budgets totally \$500,000 in 2004/05 for these works. Design work is currently under way.
- *Cycleway Improvements*
Hutt City Council has allocated \$100,000 in 2004/05 for these works. Works are currently being designed.
- *2004/05 Road Safety Programme*
Hutt City Council has allocated \$110,000 in 2004/05 for these activities. Projects are being delivered spread over the year.

Porirua City Council

- *2004/2005 Road Safety programme*
 - Taniwha (Child Pedestrian)
 - Corner Control
 - Supporting Teenagers
 - Learner Licence training
 - Code Red
 - Safe Cycling
 - Safe with Age
- *Minor Safety Works (2004/05)*
 - Speed Humps, Crossings, Astrolabe (shops) - complete
 - Traffic Calming Tireti Road - complete
 - Additional Speed hump, Beach Road (T Bay) - complete
 - Speed Humps Takatai Road - complete
 - Traffic Calming Tavern Lane - complete
 - Pedestrian facility, Papakowhai steps/bridge – complete
 - 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
- Minor Safety Projects arising from Safety Inspections
- 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

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.

Street lighting upgrading programme.

Amenity lighting upgrading programme.

(iii) 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 – 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
 - 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 – under construction

(iv) 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 erected. One at the Upper Hutt rail station and the other in Moeraki Rd.

Completed installation of the new bus stop signage.

Reviewing retail and commuter parking in the city.

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:

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