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Committee Regional Land Transport  
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## Agency Progress Report on Implementing the Regional Land Transport Strategy

### 1. Purpose

To update the Committee on progress in implementing the projects, activities and action programmes of the Regional Transport Programme in the Regional Land Transport Strategy (RLTS 2007 – 2016).

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3) (b) of the Local Government Act 2002.

### 3. Background

The Committee is required by the Land Transport Act 1998 to provide an annual report on implementing the RLTS. The Annual Monitoring Report documents implementation progress as well as some 100 indicators to gauge progress towards achieving the objectives of the strategy. This **quarterly report** focuses on agency progress towards implementing the projects, activities and action programmes set out in the RLTS 2007- 2016 Regional Transport Programme, as reported by the lead agencies. Progress is reported for the quarter to **31 December 2007**.

A comprehensive reporting methodology has been developed to update the Committee on the overall progress of all regional projects, activities and implementation plan action programmes (**Attachment 1**). Detailed progress including commencement and completion dates is given. Descriptions of all Passenger Transport Programme projects and activities, Strategic Roading Programme projects and implementation plan action programmes (Travel Demand Management, Cycling, Pedestrian and Road Safety) are included in the associated attachments.

This report relies on information provided by a number of agencies and can only be as good as the updated feedback received from those agencies. The

Transport Policy & Strategy Division would like to acknowledge the contributions made by the numerous agencies that are required to regularly provide updated material for this report.

A separate report to the Committee on the Transmission Gully Motorway Project is prepared by Transit New Zealand.

## **4. Progress**

The following provides a brief summary of the highlights during the second quarter of 2007/08.

### **4.1 Ngauranga to Airport Strategic Transport Study**

The study project team comprises officers from Transit New Zealand, Wellington City Council and Greater Wellington, assisted by consultants OPUS. Public consultation on the various options to improve the corridor over a 30 year period began in December 2007 with submissions due to close on 22 February 2008. A series of open days in January 2008 will raise the profile of the consultation and allow members of the public to talk to the study team. A draft corridor plan will be reported to the Committee in due course.

### **4.2 Prioritisation of the Regional Land Transport Programme**

The Regional Land Transport Programme<sup>1</sup> (RLTP) had its last major review in mid 2006 following the conclusion of the Western Corridor Plan process. Analysis of the programme during the Regional Land Transport Strategy (RLTS) review identified a gap between the outcomes sought by the strategy and the likely outcomes that would result from the planned investment programme (the RLTP). Major challenges in realising the ambitious passenger transport mode share increases and greenhouse gas emission reduction targets, within a constrained budget, will be highlighted in the next review that is currently underway.

The next step in the development of the next RLTP is for the Regional Land Transport Committee's (RLTC) Technical Working Group to develop (subject to national guidelines that may be developed) and recommend to the RLTC a methodology for assessing the RLTP that supports the RLTS outcomes. It is likely that this methodology will be available for RLTC consideration at its March meeting.

The key pieces of information that are scheduled to be completed in time to inform the draft RLTP (to be reported to the RLTC at its December 2008 meeting) include the following studies:

- Hutt Corridor State Highway Review (Transit New Zealand)
- Ngauranga to Airport Strategic Transport Study (Transit New Zealand, Greater Wellington, Wellington City Council)
- Transmission Gully Motorway investigation (Transit New Zealand)

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<sup>1</sup> RLTP under the provisions of the Land Transport Management Amendment Bill 2007, formerly our Regional Transport Programme (RTP).

- SH58 Safety Review (Transit New Zealand)
- Regional Rail Plan (Greater Wellington)
- Regional Walking Plan (Greater Wellington)
- Regional Cycling Plan (Greater Wellington)
- SH1 Kapiti Study (Transit New Zealand, Kapiti Coast District Council).

Some studies that will not be completed in time to meet the current review (and therefore will have to be considered at the next RLTP review) include:

- Grenada to Gracefield link study
- Hutt Corridor Plan update
- SH2 Melling to Kennedy Good Bridge study.

### **4.3 Regional Rail Plan**

The Regional Rail Plan will have a 30 year outlook and provide the funding justification, funding sources and implementation strategies for a suite of rail projects. Progress to date includes:

- Refinement of various “Service Level Scenarios” encompassing:
  - Completion and agreement of a “Projects List” with the Technical Working Group
  - Review and analysis of seat capacity
  - Analysis of the annual operational kilometres for peak/ off-peak service levels
- Cost models for capital and operational expenditure have been created and are ready for population with data
- Rail Plan modelling will be the first project to obtain outputs from the new Wellington Transport Strategic Model. Interim modelling is underway but delivery of the final model has been delayed until early February 2008
- Preparation of the Business Case document has commenced.

### **4.4 Passenger Transport Projects**

Greater Wellington is the lead agency for all passenger transport projects. See **Attachment 2** for detailed progress. Highlights this quarter are:

#### **4.4.1 New rolling stock – new Electric Multiple Units (EMU) procurement**

Rotem/Mitsui was selected as the preferred tenderer for EMU procurement. The supply agreement was signed on 13 November 2007 for 35 two-car electric commuter trains with options for an additional 13 two-car units. Delivery is expected to commence in early 2010.

#### 4.4.2 Additional capacity trains

A supply agreement for the refurbishment of existing carriages was signed on 31 October 2007. An express train comprising six carriages will run during the peak commuter periods and is expected to enter service in December 2008.

#### 4.4.3 Kapiti railway stations

Maunsell Limited was appointed as consultant on 25 September 2007 to carry out the scoping and design of new and/or upgraded Kapiti railway stations.

#### 4.4.4 MacKay's to Waikanae double tracking (and electrification to Waikanae)

Funding approval from Land Transport New Zealand has been received for the extension of double tracking from MacKay's Crossing to Waikanae and electrification from Paraparaumu to Waikanae.

#### 4.4.5 Johnsonville tunnels realignment

Funding has been approved by Land Transport New Zealand for the realignment of the Johnsonville tunnels to allow the safe passage of the Ganz Mavags and new EMUs on the line.

#### 4.4.6 Real time information

The business case prepared by consultants MWH (November 2007) confirmed the value of a real time information system for the Wellington region. Costs will be dependent on the size and coverage of the chosen system. The Transport & Access Committee decided to proceed with the project by entering the tender phase, based on the recommended option which covers the whole greater Wellington region. Due to the substantial costs of the system the Committee asked officers to further investigate options to minimise the costs (ongoing operational and capital), and report back on this to the next Transport & Access Committee meeting.

Project details are being finalised and the preparation of the tender documents will start in early 2008.

#### 4.4.7 Integrated ticketing

Consultants Booz Allen Hamilton (BAH) have investigated the scope of an integrated ticketing system and have recommended the scope be rail only, with capability for extension to bus at a later stage. The rail only electronic ticketing option could initially operate as a stand alone system, should an integrated ticketing system for all transport modes not go ahead. Timeframes are also shorter and stakeholder engagement less complex for the rail only option.

### 4.5 Passenger Transport Activities

Greater Wellington is also the lead agency for all passenger transport activities (these are listed in **Attachment 3**). Relevant points to note for the quarter:

#### 4.5.1 Trolley bus services

##### **Trolley bus replacement programme**

Two new prototype trolley buses with improved accessibility were launched in December 2007 and are due to go into service at the end of January 2008. The new larger prototypes will trial two different seating arrangements with an overall capacity of 65 persons.

Three more trolley buses will be delivered in March 2008 with three per month until November 2009. The total number of new trolley buses coming into service will be 61.

##### **Overhead trolley bus wires**

Wellington Cable Car Limited (WCCL) has both a maintenance plan and renewals programme for the overhead wires, which they are currently working to.

Go Wellington has signed a contract with Vector which includes a 10-year maintenance and renewals programme for the substations. Work was begun by Vector at the end of 2007. For example, personnel protection barriers in substations have been trialled successfully and will be completed in all substations in 2008. Also, the Transformer & Rectifier Evaluation programme is being finalised and work is expected to commence in mid-2008.

#### 4.5.2 Wairarapa bus services

New wheelchair accessible Metlink branded buses went into service in October 2007. Integration with train services has improved.

Metlink Wairarapa Plus combined bus and rail monthly passes introduced in September 2007 for travel between Greytown/Martinborough and Wellington are being well utilised (especially on the Greytown to Woodside bus route) providing further service integration.

#### 4.5.3 Review of Kapiti bus/train connections

Surveys of travel behaviour and the performance of bus/train connections in the Kapiti area were carried out in May, August and September 2007 in response to pressure on the park and ride facilities at Paraparaumu. The following possible actions to relieve pressure on the park and ride in Paraparaumu were identified:

- Free transfers between bus and train
- Improved reliability of train running times
- Increased connection times
- Charging for car parking
- Improved cycle facilities
- Free cycle carriage on trains
- Better publicised bus services.

Options surrounding park and ride issues will continue to be investigated.

## **4.6 ONTRACK update**

### **4.6.1 Significant network operational issues**

#### **North Island Main Trunk Line (NIMT) – Wellington to Paraparaumu**

- October 2007:
  - Failure of an overhead component at Takapau Road caused some lengthy delays (outside peak service hours)
  - A broken rail occurred in Tunnel 2 (no significant delays caused).
- November 2007:
  - Delays were caused by an overhead issue between North and South Junctions
  - Significant delays were experienced due to a Toll freight train breakdown between North and South Junction which took some time to clear.
- Some minor issues relating to delays up to 10 minutes occurred over the quarter and are summarised below:
  - Signal system failure (including power)      2 instances
  - ONTRACK staff delaying trains                      1 instance
  - Points failures    2 instances
  - Overhead traction fault                                  1 instance

#### **Wairarapa Line – Wellington to Masterton**

- October 2007:
  - a significant delay occurred at Manor Park when the overhead failed (minimised by the actions of an alert locomotive engineer)
- Minor issues causing delays of up to 10 minutes:
  - Signal system failure (including power)      4 instances
  - Points    1 instance

#### **Johnsonville Line**

- ONTRACK staff caused one minor delay.

#### **Melling and Gracefield Lines**

- There is nothing to report this quarter.

#### 4.6.2 Catch up maintenance works

- Work continues on the accelerated pole replacement, normal track and signal maintenance programmes
- Twenty-three of 27 recently installed LED searchlight signal heads were replaced by the manufacturer with a different type, causing no significant delays. The change out was the result of a significant one-off failure of a signal head in Melbourne.

#### 4.6.3 Improvement works

- MacKay's to Waikanae double tracking:
  - survey work and soil testing activities are complete. The consultant has commenced work on the alignment design.
- Johnsonville Tunnel lowering:
  - initial briefing with the consultant was undertaken
- Kaiwharawhara Throat Project:
  - An initial briefing with the consultant was undertaken and alignment design work has commenced
  - The funding agreement between GWRC and ONTRACK remains unsigned however the differences between the parties are now minor. ONTRACK continues to progress its work as if the funding agreement is in place with the expectation it will be signed shortly.
- Electric Multiple Units Project:
  - the traction power network plan has commenced.

#### 4.6.4 Planning activities

- Appointments made:
  - A Corridor Coordinator has been appointed to manage multiple worksites
  - Two fulltime protection staff have been appointed to manage site works
  - Separate track and signals project teams are being assembled for network upgrade and improvement works.
- ONTRACK is participating in the project team procuring the Rotem/Mitsui rail rolling stock (lead by Halcrow).
- ONTRACK and GWRC have jointly clarified to the Crown the extent of network related upgrades required to accommodate modern Electric Multiple Units on the Wellington commuter network. In light of this the Crown has been advised of recommended investment priorities. It is anticipated that the matter will be resolved as part of the next central Government budget.

## 4.7 Roading Projects

**Transit New Zealand** is the lead agency for most of the strategic roading projects identified in the RLTS. See **Attachment 4** for detailed progress. Progress to note on roading projects led by Transit New Zealand includes:

### 4.7.1 Travel Demand Management (Western Corridor)

This project involving the implementation of an Advanced Traffic Management System (ATMS) and High Occupancy Vehicle Lanes (HOV) is nearing completion. Variable Messaging Signs (VMS) and CCTV are being installed.

### 4.7.2 Dowse to Petone Grade Separation (Hutt Corridor)

Construction is underway with completion expected in the first quarter of 2010.

### 4.7.3 Safety between MacKays Crossing and the Centennial Highway Median Barrier (Western Corridor)

An investigation by Transit New Zealand is underway.

### 4.7.4 State Highway 2 Hutt intersection safety improvements (Hutt Corridor)

This project includes safety upgrades at minor road intersections along SH2 between Melling and SH58, and is well underway.

### 4.7.5 Moonshine Hill Road intersections (Hutt Corridor)

This safety project is nearing completion.

### 4.7.6 Western Link Road (Western Corridor)

**Kapiti Coast District Council** is the lead agency on the Western Link Road project (Western Corridor).

Western Link Road Stages 1-3 are progressing. Stage 1 investigation is almost complete and the design phase is underway. Designations have been obtained and work on Stage 1 resource consents is continuing with three of four consents approved. A funding application to Land Transport New Zealand has been made for advanced land purchase (see **Attachment 4**).

## 4.8 Travel Demand Management (TDM) Plan Activities

Greater Wellington oversees the implementation of TDM Plan Activities which are detailed in **Attachment 5**. The status of some TDM actions is given below:

### 4.8.1 Integrated land use and transportation

An introductory workshop on Crime Prevention through Environmental Design (CPTED) was held for Greater Wellington and Territorial Authority staff in



October 2007. The workshop aimed to assist in understanding how the design of the physical environment influences the incidence and fear of crime and how CPTED principles can be applied to reduce these, including transport related environments. The aim was to promote the incorporation of CPTED principles into the region's planning, design, development, management and maintenance of the physical environment by Greater Wellington and the Territorial Authorities.

An internal urban design audit of some of Greater Wellington's facilities including rail stations was completed with assessments and a summary report prepared.

#### 4.8.2 Greater Wellington's Travel Plan Programme

##### **School Travel Plans**

The school travel planning project has continued to gain momentum and is exceeding expectations in terms of uptake and enthusiasm from the schools involved. Ten schools are now participating in the programme and others have expressed an interest. Greater Wellington's School Travel Plan Coordinator is working with a number of Territorial Authorities with their own complementary programmes. Excellent media coverage for the programme continues.

- Redwood School in Tawa has completed school and parent travel surveys. The school launched a very successful "Walk on Wednesday" initiative with 75% of students now regularly walking on Wednesdays. A second walking day is planned.
- Titahi Bay School in Porirua continues to feel the benefits of their travel plan after having been part of the school travel planning project for one year. Currently, 75% of students on average are travelling to school by sustainable transport. The school was recently awarded a Merit Award as part of Greater Wellington's Environmental Award Scheme and gained a Bronze Award as an Enviro-School. A resurvey of the school community has recently been completed.
- Wilford School in Lower Hutt has completed initial surveys, and a "Planning for Real" exercise. Greater Wellington is supporting Hutt City's newly appointed School Travel Plan coordinator in organising working party meetings. Wilford intends to launch a "Walk to School" day and Walking School Bus routes in 2008 as its first initiatives of the programme.
- Upper Hutt's Maoribank School are planning a range of initiatives for Term 1 in 2008. The school is keen to involve the local community and walking routes beginning at the community hall are planned. Maoribank is going to take part in the "Feet First" programme in March 2008 to help promote their programme.
- St Joseph's School (Upper Hutt) has completed a survey of current travel patterns and recently presented their findings at an Upper Hutt Information and Communications Technology Expo. The school's travel plan is part of

their inquiry-based learning programme and the students have already discovered a range of initiatives that will promote sustainable travel for their school.

- Douglas Park School (Masterton) recently completed their travel surveys. The travel plan working party is developing strategies that will promote active travel year round to build on the success of recent short term events (such as “Walk to School Week”). The student council is undertaking trials of walking and cycling clubs to promote active travel with the intention of launching the clubs school-wide in 2008.
- St Matthew’s Collegiate School in Masterton has signed up to the travel plan programme. The school is keen for the student council to have a major role in the development of the plan and surveys will be delivered online shortly.
- Three Kapiti schools are also participating in the programme: Kenakena, Paraparaumu Beach and Paraparaumu College.

A number of other schools in the region are keen to develop school travel plans in 2008 including: Cardinal McKeefrey (Wellington), Lakeview (Masterton), Makaroa (Upper Hutt) and St Bernadette’s (Lower Hutt).

### **Workplace Travel Plans**

Greater Wellington is working with numerous workplaces in Wellington to assist them with developing travel plans within their own organisations. Recent developments include:

- The National Institute of Water and Atmospheric Research (NIWA) completed the first phase of the travel plan process undertaking a staff travel survey in December 2007.
- Hutt Valley District Health Board recently joined Greater Wellington’s Travel Plan Programme and will be working on their travel plan throughout 2008.
- The Inland Revenue Department is the latest Government department to join the programme and will be rolling out a nationwide travel plan.

#### **4.8.3 Other TDM Activities**

##### **Fringe Benefit Tax**

Greater Wellington has consulted with stakeholders on changes to fringe benefit tax rules to encourage initiatives that contribute to sustainable travel. The consultation was undertaken in response to a report presented to the Regional Land Transport Committee in August 2007. A report summarising this feedback will be prepared for the Committee in the first quarter of 2008.

## **4.9 Cycling Plan Activities**

Greater Wellington oversees the implementation of Cycling Plan activities which are detailed in **Attachment 6**. Activity progress to note is:

### **4.9.1 Regional Cycling Plan review**

A review of the Regional Cycling Plan is underway. Greater Wellington contributed to hosting Bob Chauncey at Wellington City Council in late October 2007 during a pre-conference tour prior to the annual cycling conference. Mr Chauncey provided an insight regarding the Cycling and Walking Plan reviews. A background scoping and issues paper was developed and the first workshop with stakeholders and interested parties was held in early December 2007 looking at policy context and identifying relevant issues.

### **4.9.2 Other cycling activities**

Wellington City Council hosted “Cycle into Summer Day” and a cyclist skills workshop in early November 2007.

## **4.10 Pedestrian Plan Activities**

Greater Wellington oversees the implementation of Pedestrian Plan activities which are detailed in **Attachment 7**. Activity progress during the quarter includes:

### **4.10.1 Regional Walking (Pedestrian) Plan review**

A review of the Regional Walking Plan is underway.

## **4.11 Road Safety Plan Activities**

Greater Wellington oversees the implementation of Road Safety Plan activities which are detailed in **Attachment 8**. There are no significant activities to report this quarter.

## **5. Further updates requested at previous Committee meeting**

### **5.1.1 Petone to Ngauranga cycleway**

Transit New Zealand has advised that numerous reports over recent years have highlighted deficiencies in the cycle route between Petone and Ngauranga. The most significant of these is the lack of continuity between Horokiwi and Petone and the relatively poor level of service offered by the present path. Improvement options are very expensive.

The Hutt Corridor Plan (December 2003) proposed a two-way cycle and pedestrian facility on the seaward side of the rail line between Petone and Ngauranga.

It is proposed to review the cycle route as part of the Grenada to Gracefield Study (which includes the Dowse to Ngauranga section of SH2 and the Tawa to Ngauranga section of SH1). Consultants have yet to be appointed to undertake this work. The results of the Grenada to Gracefield Study will feed into the Hutt Corridor Plan update.

#### 5.1.2 Mana Esplanade

Transit New Zealand and Porirua City Council are currently undertaking a joint review of this area involving extensive consultation. Submissions have closed and are being evaluated. The review (including survey results) will be reported back to the agencies within the next three months.

## 6. Communication

Communications regarding the projects mentioned in this report are the responsibility of the implementing agency.

## 7. Recommendations

It is recommended that the Committee:

1. *Receives the report.*
2. *Notes the contents.*

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- Attachment 1: Reporting Methodology
- Attachment 2: Passenger Transport Project status
- Attachment 3: Passenger Transport Activity status
- Attachment 4: Rooding Project status
- Attachment 5: TDM Plan Action status
- Attachment 6: Cycling Plan Action status
- Attachment 7: Pedestrian Plan Action status
- Attachment 8: Road Safety Plan Action status