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Committee Regional 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 Land Transport Programme 2009-2012.

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 Management Act 2003 (amended in 2008) to provide a 3 yearly report on implementing the Regional Land Transport Strategy 2007-2016 (RLTS). As agreed to by the Committee, an annual monitoring programme will be maintained to ensure up-to-date information is available for related policy development work. The monitoring programme includes an Annual Monitoring Report and quarterly report updates to the Regional Transport Committee.

The Annual Monitoring Report, which documents a wide range of performance indicators, can be used to measure progress against the outcomes and associated targets in the RLTS. The quarterly reports focus on agency progress towards implementing the projects, activities and actions set out in the implementation programmes that support the RLTS.

This **quarterly report** focuses on agency progress towards implementing the projects, activities and action programmes of the **Regional Land Transport Programme 2009-2012**. The programme gives priority to activities that maintain our existing public transport and road networks, travel demand management activities, and relatively low cost walking, cycling, and safety improvements.

The following sections of this report provide a brief summary of the programme highlights during the **fourth quarter** of the 2009/10 financial year. It should be noted that 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.

4. Methodology

This agency progress report is the first report to Committee based on a modified reporting methodology. The new methodology makes the reporting process simpler and quicker and results in more up-to-date and consistent reporting across agencies. The report has a stronger focus on the work that has occurred during the reporting period, but incorporates an exceptions reporting approach to capture any issues there may be in progressing any projects or actions.

4.1 Passenger transport and roading projects

Lead agencies¹ received a template listing its projects and were asked to report for each project:




- Highlights that occurred over the reporting quarter.
- Progress issues for the project.

4.2 Travel demand management, cycling, walking and road safety plan actions

Each agency received a template listing its main actions for each plan and was asked to report for each action:

- Highlights that occurred over the reporting quarter.
- The status that best represents progress on that action in comparison to the target/timing of the action. The reporting agency selects the status of the action from a menu of four options (see column 1 in Table 1). The status flags (see column 2 in Table 1) are used in the travel demand management, cycling, walking and road safety progress update tables in Attachment 1 to 4 to represent the status of each action.

Table 1. Action status for travel demand management, cycling, walking and road safety plan actions

Overall action status	Status flag
Funding/budget unavailable	
Behind	
On Track	
Complete	✓

¹ Lead agency: the organisation responsible for the delivery of the project or activity.

- Supporting comments in relation to the action status if “Funding/budget unavailable” or “Behind” was selected for that action.

5. Passenger transport

Greater Wellington (GW) is the lead agency for most passenger transport projects and activities. Highlights this quarter are:

5.1 Matangi rolling stock – new Electric Multiple Units procurement

Fifty-nine of the 96 vehicles (61%) are in production, with 50 complete car-bodies assembled, 12 vehicles in final outfitting and Unit 1 undergoing final testing.

The first unit (see picture below) is expected to arrive in Wellington late August and Unit 2 will be used for driver training on 19 July, when a delegation of driver trainers from Wellington will be in Korea.



5.2 Ganz Mavag detailed condition assessment and prototype

Construction work on the prototype vehicle began in April 2010 and is scheduled to be finished before Christmas 2010. Work currently in progress includes:

- Design finalisation of traction control system and auxiliary power supply
- Structural integrity work on the vehicle bodies.

5.3 Real time information

The pilot phase of the real time information project ran successfully during May. The next stage is now the equipping of all vehicles and the installation of on-street displays. Planning for this is underway, with the actual installation to start in September.

5.4 Integrated ticketing

The New Zealand Transport Agency is co-ordinating a national integrated ticketing working party which aims to develop national standards for New

Zealand. Any introduction of integrated ticketing in Wellington will be dependent on the outcome of this project.

5.5 Rail station upgrades and maintenance

Platform work at Wellington station and Redwood station is complete. Work continues at Johnsonville and Boxhill stations.

Work has started at both Paraparaumu and Waikanae Stations after receiving confirmation from the Maori Land Court regarding the lease of land at Waikanae, and receiving the final station consents from Kapiti Coast District Council.

The upgrade of the toilet facilities at Waterloo Interchange was completed in June 2010. The upgrade included a deep clean of the facilities, painting of the cubicles plus anti-graffiti coating, new fixtures and fittings, re-tiling, and new plumbing.

5.6 Track and signal upgrades

Mackays to Waikanae double tracking is progressing well. Sections of double track are now in place and work continues on the overhead wiring and various significant retaining walls.

Track, signal and overhead work continues at Kaiwharawhara Throat and new track signals continue to be rolled out and commissioned across the network for the new trains. The first of the new substations is also online and providing power to the overhead lines.

5.7 Depot upgrade

Major works are continuing in the new depot area. The roof is on the new building and the wheel lathe building is nearly complete and awaiting the new wheel lathe from Germany. The new train wash has been installed and is operational.

5.8 Park and ride facilities

Work continues on the construction of the new park and ride car park at Pomare station despite rain interruptions. The work is expected to be completed in August 2010.

Phase three of the Waterloo Interchange lighting upgrade programme (twenty new street light columns and lamps will be installed at the north-west car park opposite the ambulance station) is continuing and will be completed in July 2010.

5.9 Bus shelters and bus stops

As planned, 19 new bus shelters were installed across the region during the last week of May 2010. The renewal programme to replace Metlink bus stop signs

in the Hutt Valley was completed at the end of June 2010. The signs had exceeded their design life and had started to fade.

With the assistance of Kapiti Disability Reference Group, 36 bus stop sites in the Kapiti area were identified as requiring extended or new concrete standing pads to improve access to buses. GW funded the new pads and Kapiti Coast District Council carried out the work which was completed at the end of May 2010.

The installation of braille bus stop identification plates on Metlink bus stop poles is ongoing and will be complete for six bus routes² by the end of July 2010.

5.10 Bus services

Trial use of bus stop pole-mounted cameras has commenced for the monitoring of bus services. Camera footage, which is time stamped, will be able to be used for monitoring the timeliness of bus services.

5.11 Total Mobility

The introduction of the new Total Mobility electronic system is continuing. The first stage of the central system, providing for client and assessment management, went live on 12 May 2010. The second stage, enabling external access for contracted assessment agencies to submit client assessments over the internet, went live on 3 June 2010. The final stage, replacing the existing paper vouchers with photo cards, is underway and clients will be able to use their photo cards by the end of August.

Contracts continue to be signed with the region's taxi operators, as only contracted taxi operators will be able to provide the Total Mobility scheme in the future.

Training sessions for new Total Mobility assessors was held in March 2010, and assessor refresher courses and training for the use of the new electronic system were held at the end of May 2010.

Tenders have been awarded for new and replacement wheelchair hoists to Wellington Combined Taxi Limited and Hutt & City Taxi Limited.

5.12 Service review

The Porirua bus review has almost been finalised - it is only awaiting co-ordination with any changes to the rail timetables resulting from the introduction of the Matangi trains and the extension of the rail line to Waikanae.

The targeted consultation stage of the Wellington bus review is complete. Proposals were put to several focus groups for feedback.

² Route 1 (Island Bay-Wellington); Route 3 (Lyall Bay-Karori); Route 11 (Seatoun-Wellington); Route 56 (Wellington-Newlands-Johnsonville); Route 91 (Airport Flyer); and Route 110 (Petone-Upper Hutt).

5.13 Fare increases

On 29 June GW approved the proposed fare increase which is to occur on 1 October 2010, subject to agreement being reached with operators. The average fare increase is about 2.5% to accommodate the GST rise and a further 3% to cover increasing costs.

6. Roding

The New Zealand Transport Authority (NZTA) is the lead agency for most of the strategic roading projects identified in the Regional Land Transport Programme 2009-2012. Progress to note on strategic roading projects include:

6.1 Road of national significance projects (Wellington Northern Corridor: Levin to Airport)

6.1.1 Basin Reserve project

There have been ongoing discussions with the Ministry of Culture and Heritage regarding tunnelling options for Buckle Street.

The NZTA Board will be considering a paper on the level of service for journey time to be pursued for the inner city SH1 network in July.

6.1.2 Ngauranga to Aotea Quay

Draft tender documents have been prepared, with a target date for going to market set for August under an Early Contractor Involvement contract.

Discussions have been held with KiwiRail, CentrePort, Wellington City Council and GW to understand stakeholder constraints around an elevated structure for incorporation into a Memorandum of Understanding. This is currently being drafted.

6.1.3 Transmission Gully

Work continues on Phase 2 of the project (gathering information for the future lodging of regulatory consents), with a number of engineering and environmental investigation work-streams being progressed.

There have been ongoing discussions with the Environmental Protection Authority and the regulatory managers of the relevant Councils about suitable arrangements for providing pre-application technical review and advice.

A project newsletter will be distributed in early July to all affected parties, including nearby property owners and residents, stakeholders and other interested parties from the Transmission Gully consultation database.

6.1.4 Mackays to Peka Peka Expressway and Waterfall Road

An engineering and construction alliance for the MacKays to Peka Peka Expressway was established in June. The purpose of the alliance is to ensure

all parties with an interest in the project are working together from the start to achieve the best results. The group comprises Beca Planning and Infrastructure, Fletcher Construction, the Higgins Group, and NZTA.

Joint NZTA/KiwiRail consultation on options for the closure of the Waterfall Road Level Crossing has closed.

Consent application and geotechnical works are progressing for the Mackays to Peka Peka Expressway. Public engagement on the broad scope of the project is planned for November 2010.

6.1.5 Peka Peka to Otaki

Tender evaluation for the main engineering consultant package is complete and a preferred tenderer recommended.

The tender for planning and consultation has closed and a contract is expected to be awarded in July 2010.

6.2 Other roading projects

6.2.1 Dowse to Petone

A speed limit review of the 70km/hr section of SH2 between Dowse Drive and Petone is underway. The investigation report is complete and the consultation letters to key stakeholders will be sent shortly.

6.2.2 Melling to Haywards upgrade

Initial options for improvements to Melling and Kennedy Good interchanges are being developed with the involvement of Hutt City Council and GW staff.

The project steering group has met to discuss a consultation strategy and initial options. However, the group has decided to delay finalising the project scoping report to take into account a modelling exercise being undertaken by Hutt City Council.

Rail surveys of Melling station and the Melling line were undertaken on 15 June, along with pedestrian and cycle surveys at Melling interchange. Information from these surveys will feed into the Melling scoping report which is anticipated to be finalised in July, for reporting back to the NZTA Board Investment and Operations Sub-Committee.

6.2.3 SH2/SH58 Hayward's Hill interchange

No updates this quarter.

6.2.4 Rimutaka Hill (Muldoon's Corner easing)

The Trig Gully fill and fill 1 (lower down hill) is complete with planting underway at Trig Gully fill. As winter sets in progress is beginning to slow, but reinforced filling has commenced in the forestry access fill area,

preparation of Two Bobs fill is underway and excavation is continuing as weather permits.

Good traffic flow and work site safety are being maintained.

6.2.5 Ngauranga Triangle Study

The Ngauranga Triangle Study is anticipated for release in August. It will be released as a technical report and will be available as an input into the Hutt Corridor Plan review.

6.3 Safety improvements (wire-rope barrier projects)

6.3.1 MacKays to Centennial Highway

Design work is nearly complete and tender documents for construction work are being prepared. Agreements with land owners are progressing.

6.3.2 Otaihanga to Waikanae

The investigation phase has been completed and signed off and the tender for the design phase has been let. Once the tender has been awarded, the design phase and consultation with affected parties and stakeholders will commence.

6.3.3 Moonshine Hill Road to Silverstream

The design phase has been completed and the tender to construct the 3.4km median barrier has been awarded to Fulton Hogan. Work to widen and reseal this stretch of highway is currently underway.

6.3.4 Moonshine Road to Fergusson Drive

A design of the alignment for a 4-laned highway is nearly complete which will identify future land requirements. A meeting is to be held between NZTA and GW to identify land requirements and associated issues.

6.3.5 SH1 Forest Lakes

The design works have commenced however these are now on hold awaiting confirmation of the Peka Peka to Otaki alignment.

6.4 Safety improvements (other projects)

6.4.1 Johnsonville to Tawa street lighting

The design is substantially completed except for some localised geotechnical issues.

7. Travel demand management actions

GW oversees the implementation of Travel Demand Management (TDM) Plan actions. The TDM actions aim to optimise the use of the region's transport network and encourage sustainable transport choices. The status of some TDM

actions, as reported by GW, is given below, with brief progress updates, reported by other agencies, detailed in **Attachment 1**.

7.1 School travel plan programme

Six new schools have joined the Wellington region's school travel plan programme.³ Two of these schools are colleges,⁴ so students are older and much more responsible for their own travel to school compared to the primary age students currently in the programme. These two colleges are helping pilot and develop methods of working that are more suitable for this age group of students.

The 2010 Teachers' Forum, focussing on NZTA's Feet First curriculum resources available to support schools in promoting active travel, was attended by 12 teachers.

7.2 Workplace and business travel tool box

7.2.1 Active a2b

The active transport programme, Active a2b, was evaluated this quarter. Active a2b was developed as a means of reducing congestion in major urban areas in the Wellington region and ran from January to May 2010. Almost 900 participants from 54 workplaces participated in the programme.

The evaluation showed that participants, who drove to work two or more times per week at the start of the programme, had significantly increased active mode travel to work and decreased car mode share after participating in Active a2b (walking mode share increased from 6.7% to 15.1%; cycling mode share increased from 4.6% to 14.4% (resulting in an increase from 11.3% to 29.5% for active modes); and car mode share decreased from 83% to 61%).

In June, an Active a2b road safety flier called "Go well through winter" was distributed through participating workplaces. The flier included advice on walking and cycling safely during the winter and was offered to the territorial authorities throughout the region and advertised in Safeguard magazine.

7.2.2 Workplace travel plans

Evaluation of the Victoria University of Wellington travel plan occurred over April and May and included a staff evaluation survey, analysis of public transport patronage for routes near Kelburn campus and counts of parked motorcycles, scooters and bicycles. Parking permit data since 2007 for staff and students has also been researched. The data is being analysed by Opus International Consultants and is due in the next quarter.

Collaborative work between GW and Hutt City Council on the Wingate industrial area travel plan began this quarter. A number of businesses in

³ There are now a total of 36 schools (reaching 13,000 children) enrolled in the programme.

⁴ Wellington East Girls and Wellington Girls Colleges.

Wingate will be participating in an area travel plan aimed at improving access and transport options for businesses in Wingate.

7.2.3 Let's Carpool

Let's Carpool is being evaluated by the Sustainable Cities unit from the University of Otago. The evaluation survey was launched in May and had a very pleasing response rate of around 50% from around 1,200 registrants. Approximately half of the respondents also provided their phone number for consideration for a follow-up interview. The quantitative and qualitative data will be analysed by the University and the final report submitted in July.

7.3 Travel awareness programme

A brochure titled "Getting Around" has been developed. The brochure highlights the wide range of transport options available in the region including walking, cycling, public transport and carpooling and is being distributed to new settlers to and within the Wellington region.

8. Cycling and walking actions

Regional Cycling Plan and Walking Plan actions aim to encourage more people to walk and cycle while reducing the number of cyclist and pedestrian casualties. GW's key role in implementing the Cycling and Walking Plans is to support and facilitate regional coordination, whereas territorial authorities and NZTA have a responsibility to maintain and improve the existing walking and cycling networks.

Progress this quarter on the Regional Cycling and Walking Plan actions are briefly summarised in **Attachment 2 and 3** respectively, with more detailed activity reported by GW below.

8.1 Walking and cycling information sources

GW's Cycling and Walking Journey Planner attracted 3,237 visits in the last quarter. Work has also continued on the Regional Strategic Walking Network map, with a draft map being completed. The network map is being developed in collaboration with members of the Active Transport Forum and Living Streets Aotearoa.

8.2 Active Transport Forum

The May Active Transport Forum hosted by Kapiti Coast District Council was well attended and included several presentations. These ranged from community initiatives such as 'Bike On' (a school cycling programme) and 'Cruise the Waterfront' (a cyclist/pedestrian courtesy campaign) to Opus's cycling design parameter study and NZTA's investigation into active transport needs along the Transmission Gully motorway route.

8.3 Education and awareness activities

A review of bicycle lights and reflective clothing was completed and is being used to promote visibility of cyclists riding at night. The review has been placed on GW's website and also featured in The Dominion Post.

GW worked with Cycling Advocates' Network, Valley Flyer and Go Wellington in delivering a pilot bus drivers/cyclists awareness workshop. This successful initiative raised 'share the road' awareness between bus drivers and cyclists and was featured on TV3's Campbell Live and in The Dominion Post.

The 'Mind the Gap' road user courtesy campaign was launched in June with advertisements in The Dominion Post and most of the region's community newspapers. Five large roadside banners have been made, which will be circulated throughout the region in spring. This safety awareness campaign is aimed at cyclist and driver behaviour, with resources developed by GW being picked up around the region. The campaign design has sparked very positive feedback and interest from other councils across New Zealand.

8.4 Public transport integration

A review of the carriage of bikes on trains, particularly as it relates to the Matangi trains, is underway.

9. Road safety actions

The Regional Road Safety Plan actions focus on road environment, vehicle and road user interventions and, in combination with actions from other regional transport plans, aim to improve the region's road safety outcomes. Highlights this quarter are detailed below with updates on other Road Safety Plan actions in **Attachment 4**.

Working in partnership, GW, NZ Police, NZTA and road safety co-ordinators, have developed a road safety initiative to raise awareness of young driver crash risk. This resource, called 'Last Choice', involves the remains of a car involved in a fatal crash and was launched at Parliament in May. Road safety co-ordinators, police and community groups throughout the region will use this resource to raise awareness about how alcohol can impinge on good driving choices. The preserved car has been mounted on a trailer and is supported by sign boards, a DVD, fliers and a webpage.

10. Communication

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

11. Recommendations

It is recommended that the Committee:

- 1. Receives the report.*

2. *Notes the content of the report.*

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Attachment 1
Attachment 2
Attachment 3
Attachment 4

Travel Demand Management Actions
Cycling Actions
Walking Actions
Road Safety Actions