

Report 15.573
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Committee Sustainable Transport
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General Managers' report to the Sustainable Transport Committee, 1 December 2015

1. Purpose

To inform the Committee of Greater Wellington Regional Council's (GWRC's) activities relating to the Committee's areas of responsibility.

2. Metlink Public Transport

2.1 PT network development and planning

2.1.1 PTOM

(a) Rail

Evaluation of the PTOM – Rail tenders continues. The preferred bidder will be offered a contract to deliver metro rail services and rolling stock maintenance services for up to 15 years.

(b) Bus

Preparation of unit specifications is on track. Analysis of timetables for each unit is progressing and expected to be completed on time, further detail is provided in Paper 15.558 to this Committee meeting.

(c) Business readiness

Officers are conducting monthly readiness checkpoints in preparation for commencement of the new rail contract on 1 July 2016. Progress is on schedule. Assessment of likely impacts arising from GWRC's obligations under new bus contracts is underway.

2.1.2 Integrated fares and ticketing

Progress is continuing to be made on the Integrated Fares and Ticketing (IFT) project.

The main focus has been on the fares component of IFT. A Fares and Products Transition Strategy has been prepared to guide the process of fares transition in the lead up to full IFT. This follows recent endorsement by the Committee and Council of a key set of principles to guide fares transition. The Fares and Products Transition Strategy is subject to a separate report to Committee.

The NZTA Board as recently made some decisions that impact on regional councils' consideration of procurement and provision of an integrated ticketing system. In a letter written to GWRC's CEO they outline their view that extending the Auckland system, with some regional modifications, represents the best value for money. As a result they propose that regional councils directly appoint New Zealand Transport Ticketing Limited (NZTTL) to provide the system.

NZTA recognises that regional councils must make their own procurement decisions, and offer circumstances where an alternative to the NZTTL option would attract NLTF investment (at GWRC's normal Funding Assistance Rate of 51%), including:

- a. Compliance with the National Integrated Ticketing Interoperability Standards
- b. Capability for Super Gold card holders to use their smart card from their "home" region to access GWRC services
- c. Deliver the data required for national and regional public transport planning
- d. Represent better overall value, from a national perspective, at lower cost and less risk than extending the Auckland system through NZTTL

GWRC is seeking legal advice about the ramifications of NZTA's decision. In the meantime, GWRC officers are working with NZTA and NZTTL to better understand the proposed offering and procurement path.

2.1.3 Service planning and reviews

(a) Wellington

In preparation for implementation of the new Wellington bus network, new bus stops are required throughout Wellington. A three year programme of community feedback, engagement with Wellington City Council (WCC), including development of traffic resolutions for new bus stops, and bus stop infrastructure works and installation has been developed. This programme will ensure infrastructure is completed in time for the start of the new network coinciding with the PTOM contracts commencing. We have been working with WCC

officers on locations and layouts of all new bus stops prior to consulting with affected landowners.

Consultation has been completed with landowners in Churton Park who may be affected by the new bus stops. Consultation in Aro Valley, Brooklyn, Hataitai, Khandallah, Kilbirnie and Strathmore Park will begin in November.

(b) Hutt Valley

An update on this review is included in Paper 15.558 to this Committee meeting.

2.1.4 SuperGold card changes

On 16 June 2015 the Ministry of Transport informed local authorities of the Government's decision to change the funding arrangements for the SuperGold Card public transport scheme. Currently the scheme is funded by the Government on a demand based re-imburement basis. The decision by the Government would see the current arrangement replaced with a bulk funded scheme as follows:

- 2015/16 funding set at \$28.129m, including approximately \$3m for exempt services
- Capping funding at 2015/16 level (ie \$28.129m) for next five years (but adjusted annually by CPI)
- Replacing individual fare reimbursement currently offered to regional councils (and Auckland Transport) with bulk funding
- Lifting the moratorium on funding for new services from 1 September 2015 and apply new requirement for all new services contracted to regional councils or AT
- Capping funding for Waiheke Island ferry and exempt services at specific dollar levels (but CPI adjusted)
- Requiring SGC holders to use smartcards where a region-wide card exists e.g. Go Card in Otago, HOP in Auckland
- Reviewing the bulk funding model in three years
- No change in user eligibility or scheme availability
- Applying bulk funding of regional councils from 1 July 2016.

Government has tasked the NZTA with developing a bulk funding methodology, in collaboration with regional councils in time for the change to bulk funding to be in effect by 1 July 2016.

The regional sector, through Local Government New Zealand, has been in dialogue with the Ministry over concerns with the process and the fact that local authorities will likely be required to pick up the funding shortfall as a result of the Crown funding being capped at \$28.128 million per year for the next five years (with annual CPI adjustments).

Local government officers (including representatives from GWRC) are presently working with the NZTA to develop a new bulk funding methodology to come into effect on 1 July 2016 should the scheme continue as the Crown proposes. Key issues being considered include:

- How to allocate funding in an equitable manner for each region when there is significant difference in regional demographic and patronage profiles?
- How to deal with patronage growth under a capped funding model? The ageing population means there will be significant growth overtime of SuperGold card holders and potential SuperGold card use – this will mean a shortfall in Government funding from day one of new scheme
- Implications under PTOM and net contracts.

Discussion with both the Ministry of Transport and the NZTA is ongoing. Resolution of the funding allocation methodology is required urgently to ensure councils Annual Plan timeframes can be met.

2.2 Rail operations

2.2.1 Service performance

(a) Patronage

Year-to-date 2015/16 patronage to September is flat compared with 2014/15 with growth of 0.5%.

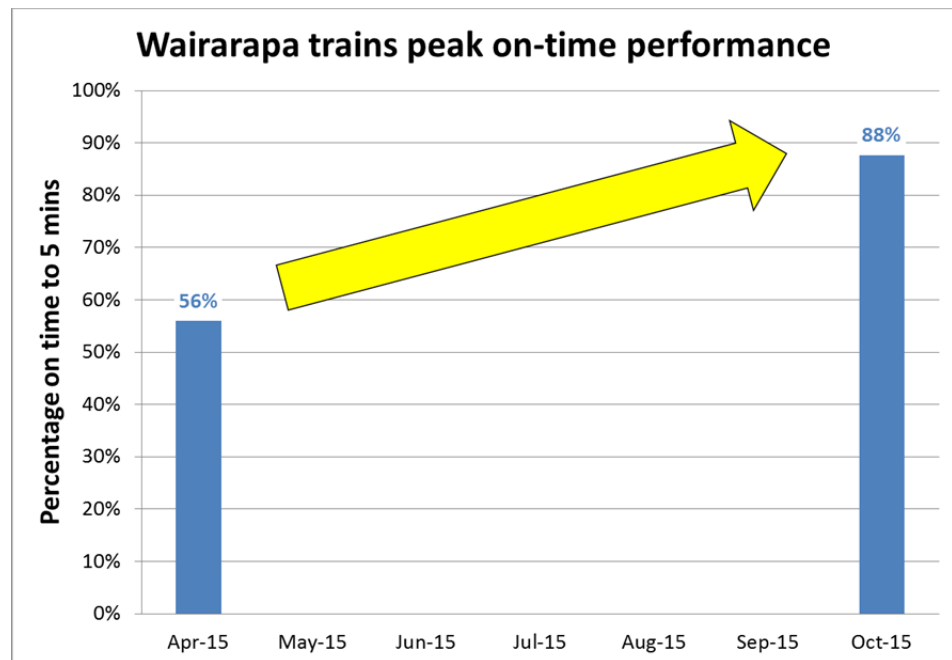
(b) Punctuality and reliability

Year-to-date 2015/16 reliability to September was high with 99.6% of all scheduled services being delivered.

Year-to-date 2015/16 punctuality to September (on-time to 5 minutes) was at 92.4% overall.

(c) Wairarapa line peak punctuality

The Wairarapa line peak punctuality reached 88% in October. While this is a significant improvement it is likely to be very challenging to maintain as the Heat 40 speed restrictions impact over summer (see comment in section 2.2.3(a) below).



The recent improvements are a result of the track work to remove the corroded rails in the Ngauranga area and the introduction of more powerful DFB locomotives. Other ongoing improvements include the additional \$2.3million of track works dedicated to the Hutt Valley and Wairarapa lines to further reduce speed restrictions. Specific track works include:

- replacing decayed sleepers
- replacing worn components at level crossings
- bridge repairs
- correcting rail faults
- adjustments to track formation and geometry
- drainage improvements.

Six million dollars are also being spent on improving the safety of passengers in the Rimutaka tunnel (see section 2.2.3(b) below) with the installation of infrastructure to provide continuous communication throughout the length.

(d) **New Johnsonville timetable**

The new timetable provides a regular interval 15 minute clockface peak schedule which is only 2 minutes slower in the peak direction up and down – this is seen as a reasonable trade-off for increased frequency, capacity, timetable resilience (against the many variables that effect a steep, twisty single track railway) and punctuality.

Thus far the new timetable has proven to be significantly more punctual and robust with multiple days of 100% on-time (to 5

minutes) performance. The average since the new timetable was introduced on 27 October 2015 is 99%.



(e) Johnsonville noise

There are a total of 10 units with the new wheel ring dampers fitted which are capable of operating on the Johnsonville Line (a total of 6 units is required to operate the peak services). Therefore all services are being operated with these “quieter” trains. As a result, we have received a number of very positive comments regarding a reduction in the noise. Unfortunately we are still getting complaints in the vicinity of Simla Crescent station.

Further investigations in this area relate to track geometry, and increased wayside flange lubrication.

A sophisticated noise monitoring system has been ordered which will enable technical monitoring and detailed trend analysis of the noise levels at Simla Crescent. This analysis will allow more consistent and scientific assessment of the various noise mitigations deployed. The monitoring system is being installed in November.

2.2.2 Asset management

(a) Fleet

The Matangi 2 project has shipped close to half of the new trains (16 out of 35 units) and 10 units have entered service. The current delivery rate should see the last of the old Ganz Mavag units phased out before June 2016.

The upgrading of the Matangi 1 units is well advanced with around 20 units now fitted with the final upgrade of an automatic coupler.



(b) Stations

The construction of Upper Hutt station is complete. The station opened for business on 23 November 2015. The official opening is scheduled for Saturday 12 December. Some features such as new RTI screens are still to be installed. Early feedback is very positive with lots of photos being taken by the public. The photos below were taken before the station was finished.



Looking north



Looking south from inside the waiting room



Looking south

(c) Park and ride

The extension to the Paraparaumu park and ride is taking shape. The site has been cleared and levelled, and drainage is being installed. The carpark is planned to be open before Christmas.



The Waikanae Hotel and bottle store has been demolished. Once the site has been made safe, temporary parking will be made available ahead of the full park and ride construction which will not start until January.



The latest iteration of the concept design for the park and ride will be shared with the Waikanae Community Board in early December. GWRC is working with KCDC to install services which will help facilitate use of the park and ride for community events in the weekends.

Another park and ride development is under way at Petone. Currently a small piece of land, which was being used as an overflow parking area at the southern end of the carpark on the western side of Pito-One Road, is being developed and landscaped. That park and ride, containing about 35 parking spaces, is expected to open in mid-December. Following that, the large piece of land on the western side of SH2 which is also being used currently for overflow parking, will be developed and landscaped and have lighting and CCTV cameras installed. That new park and ride area will open in mid-February next year. Customers currently using both areas of overflow parking have been informed of the staged unavailability of this parking during construction.



New and existing Petone park and ride on the western side of SH2

NZTA is about to commence the installation of carpark monitoring equipment at Porirua park and ride. Ultimately this will allow the 'number of carparks remaining' to be displayed on the variable message signs (VMS) above the motorway. The technology is also installed at Petone and awaiting completion of the park and ride extensions before full implementation. This will be a real time visual cue and advertisement for park and ride and public transport.

(d) Subways and bridges



The Woburn southern access ramp was closed for 2 weeks to make essential repairs to the bridge span that crosses the Gracefield line. This work is now complete and the access ramp reopened on schedule on 14 September. Finishing works include relaying the walking surfaces and minor repair to fittings.

The initial seismic screening assessment of all pedestrian foot bridges and subways is now complete. The following four structures have been identified as high risk (below 34% of building code) and require remedial works: Petone Subway, Tawa Bridge, Ava South Bridge and Heretaunga Bridge. A detailed assessment of each structure is currently in progress on these structures. Although not required by local bylaws (on pedestrian bridges and subways) we have posted warning labels on the 4 structures.



EARTHQUAKE PRONE BRIDGE

Notice pursuant to S124 (1)(c) of the Building Act 2004

To: the owners of the building; the occupiers of the building; and every person who has an interest in the land on which the building is situated, under a mortgage or other encumbrance registered under the Land Transfer Act 1952; and every person claiming an interest in the land that is protected by a caveat lodged and in force under section 137 of the Land Transfer Act 1952.

This notice is for the south pedestrian bridge situated at Ava Railway Station, more particularly being described as the rail corridor, and being all the land comprised in Certificate of Title under the crown.

The above structure has been classified by Greater Wellington Regional Council as earthquake-prone under the Building Act 2004.

The meaning of earthquake-prone is defined by section 122 of the Building Act 2004 in conjunction with clause 7 of the Building (Specified Systems, Change the Use, and Earthquake-prone Buildings) Regulations 2005.

As the building is classified as earthquake-prone in accordance with the Building Act 2004, the owners of the building are required by 27/4/2023 to either:

- a) strengthen the bridge to a sufficient degree so that it is not earthquake-prone; or
- b) demolish all or part of the bridge, so that the remainder of the building (if any) is not earthquake-prone.

A building consent must be obtained prior to strengthening or demolition work being undertaken. The building consent must be obtained and the work must be completed before the date noted above.

If you disagree with the classification of this building as earthquake-prone you may apply for a determination from the Department of Building and Housing under section 177(e) of the Building Act 2004.

If you fail to comply with this notice the Hutt City Council will consider exercising further enforcement powers under the Building Act 2004 which includes restricting access to the building and/or putting up a hoarding or fence to prevent people from approaching the building nearer than is safe, or initiating a prosecution under the Building Act 2004.

Under Section 368 of the Building Act 2004, it is an offence to remove or deface notices Under Section 368 of the Building Act 2004, it is an offence to remove or deface notices

- (1) A person commits an offence if the person –
 - a. wilfully removes or defaces any notice published under this Act; or
 - b. incites another person to do so.

- (2) A person who commits an offence under this section is liable to a fine not exceeding \$5,000.00

Dated: 27/10/2015

Richard Noakes

Senior Fixed Assets Adviser
Greater Wellington Regional Council



A further 16 structures have been identified to be between 34% and 67% of the building code, and are also likely to require strengthening. These works will likely alter the priorities set down for 2016/17.

2.2.3 KiwiRail Network

(a) Maintenance & operations

Network performance was above the benchmark. The highest cause of delays was signalling and points faults. A marked reduction in speed restrictions was achieved.

Unfortunately 'Heat 40' (H40) speed restrictions began in October with new H40 sites on each line. A review of all sites is underway to test the validity of the stability analysis ratings that inform the H40 sites. Plans for reduction on both the Wairarapa / Hutt Valley line and Kapiti line have begun, with de-stressing work and stress-free testing work starting at Labour weekend, as well as planning for ballast drops.

(b) Renewals

KiwiRail has prepared and commenced a programme of projects to improve the underlying performance of the Wairarapa / Hutt Valley line using the additional funding provide by NZTA. The work generally focuses on track work and removing persistent and pending Temporary Speed Restrictions. Much of the work involves renewing sleepers at level crossings.

The Rimutaka Tunnel Radio Communication upgrade project delivered a working train radio system during Labour Weekend. Delivery of successful radio calls throughout this tunnel, a fortnight before the sixtieth anniversary of the tunnel opening (3 November 1955) was celebrated as a significant achievement. A number of detailed enhancements to system resilience and full acceptance testing are still to be delivered.



A new track set was laid on Pascoe Ave (Mana) Level crossing during Labour Weekend. This is the first time composite (plastic) sleepers and composite runner panels have been used in the Wellington Metro area in a level crossing. This crossing has been the subject of a persistent Temporary Speed Restriction, which will now be lifted.



New impact beams at Silverstream Bridge were craned in over Labour Weekend. Installation went smoothly and these new lower impact beams are in service, better protecting the current spans. These impact beams will be raised to match the new higher clearance spans due for installation at Christmas.



2.3 Bus and ferry operations

2.3.1 Service performance

(a) Patronage

Year-to-date 2015/16 patronage to September is flat compared with 2014/15 with a decrease of 0.8%.

Wellington City weekend discounted fares

Wellington City Council (WCC) has included within its Long Term Plan the introduction of subsidies to drive greater bus use. It recognises there has been low growth in the use of bus services in recent years. WCC attributes this to reliability, frequency and cost. As such \$200,000 has been allocated in their Long Term Plan for this programme.

Subsequently with the support of GWRC, WCC is trialling a lower cost service (to the fare paying passengers) by introducing discounted fares for four weekends leading up to Christmas 2015 (weekends of 28 November, 5 December, 12 December and 19 December). The trial is designed to boost patronage, and is available on Go Wellington and Newlands Coach Services (except route 210) bus services in Wellington City zones 1, 2 & 3.

The trial fares are as follows:

Adult Fares

- Travelling 1 zone - \$1.00
- Travelling 2 or 3 zones - \$2.00

Child Fares

- Travelling 1 zone - \$1.00
- Travelling 2 or 3 zones - \$1.50

These discounted fares will be in effect for each of the 4 weekends from the beginning of service on the Saturday morning to end of services on the Sunday evening (note this excludes all After Midnight, Airport Flyer and Valley Flyer and Mana services where normal fares will apply).

In terms of determining the success of the trial we will measure actual patronage and revenue growth against what would have been the expected growth, taking any extenuating factors into account. Analysis of the results will be reported on in the new year.

Electronic ticketing system for Wairarapa bus services

Tranzit Coachlines are introducing an electronic ticketing system on their Wairarapa bus services. The system is supplied by the same company that currently provides ticketing for Tranzit services in New Plymouth and Palmerston North. The system will go live on 23 November 2015, and will make it easier and quicker for passengers to board and pay for their public transport. The electronic ticketing machines are being installed on eleven buses, and a prepaid a.to.b card will be introduced. The cards will collect previously uncaptured travel information and provide Tranzit with detailed data of passenger trips and trends. The a.to.b cards replace existing 10 trip paper tickets.

(b) Punctuality and reliability

Year-to-date 2015/16 reliability to September was high with 99.46% of all scheduled services being delivered.

Year-to-date 2015/16 punctuality to September (on-time when they depart the terminus at the scheduled time or up to 10 minutes after) was also high at 99.95% overall.

Data source: monthly self-reporting by Operator. Commercial services are excluded from the statistics.

(c) Service changes

Northern Suburbs

The Sustainable Transport Committee received a report at the 27 October 2015 meeting on proposed timetable changes to improve the customer experience of bus services in the Northern Suburbs.

The changes to the Newlands bus services went live on 16 November 2015. Due to the timing of writing this report we are unable to report on service reliability improvements at this time, so we will provide an update early 2016. The Churton Park and Johnsonville East service reliability improvements are planned to be implemented in February 2016.

(d) Events

Rugby World Cup Street Parade

Wellington celebrated the All Blacks winning the Rugby World Cup with a lunchtime street parade through the central city from Parliament to Civic Square on 6 November 2015. Those involved in the planning had a tight turnaround time of 5 days from when the All Blacks won their Victory to get the parade plans in place.

Road closures were put in place to accommodate traffic management, crowd fencing and crowd build up. Buses travelled along a diversion route until the roads were reopened.

Messaging was put up on RTI screens alerting people at the closed bus stops, and several GWRC staff volunteered to assist people out on the streets alerting them to the bus stop closures and helping them find the temporary bus stops, from before the parade started until after it had finished.

There was a 25 minute delay in the reopening of the road due to a delay in fencing being removed from the parade route, however established communication and forward planning by GWRC and NZ Bus about this possibility meant that we were able to respond to this by changing the RTI messaging at Bus Stops immediately, informing passengers of the delay. Other than that, with the tight planning timeframe and multiple stakeholders, this event went very well.

Sky Show

The Sky Show was held on the night of 7 November 2015 and, due to the congestion that occurs on the Route 14 along Oriental Parade and through Roseneath, bus services were diverted through the Hataitai Bus Tunnel to reduce the likely hood of significant delays and cancellations. We worked closely with Wellington City Council (WCC) in the planning for this event and are currently looking at how we can enhance public transport to and from this event in future with WCC and NZ Bus.

Robbie Williams Concert

The Robbie Williams Concert was held at the Basin Reserve on the night of 31 October 2015. This venue has not traditionally been used as a concert venue but was the preferred option for the promoter of the event. Although there were initial discussions about road and lane closures for this event, GWRC and NZ Bus were informed by Positively Wellington Venues (PWV) and WCC in the lead up to the event that these would not be required. GWRC & NZ Bus raised concerns about this for crowd safety reasons, especially at the end of the event when thousands of people would be exiting the venue en masse through one exit point and potentially spilling out onto the roadway (State Highway 1). We were assured this would be managed without closures, however State Highway 1 around the Basin Reserve was closed to all traffic from 10.15pm to 11.15pm and GWRC and NZ Bus were not given any prior notice about this by WCC, NZTA, PWV

or the promoter. Hence bus services normally traveling along this route were significantly delayed and an unplanned diversion was put in place. We have requested a debrief for this event so we can feed back our concerns and work to ensure this does not happen again.

Street Events

As we come into the festive season and the warmer weather approaches, a number of street events took place in November resulting in road closures and bus diversions: White Ribbon Fun Run on 25 November 2015 in Wellington City; Naenae Festival on 28 November 2015; Wainuiomata Christmas Parade on 28 November 2015; Wellington People's Climate Change March on 28 November 2015 in Wellington City. There were also a couple of crane lift closures on 21 November 2015 on Lambton Quay and the Terrace, also resulting in road closures and bus diversions.

2.3.2 Asset management

(a) Shelters

Porirua Station Road Renewal

The project to upgrade the access road to Porirua Station is complete. The next stage of improvements at this location will involve the renewal of the bus waiting area. In consultation with Porirua City Council officers, various options are being considered to renew and replace the passenger waiting area or to modernise the existing infrastructure. The renewal project is still expected to be completed by the end of this financial year.



Porirua Station Road reconstruction, showing Kassel kerb installation and completed roadway

New bus shelter development programme

The programme for the installation of new bus shelters within this financial year includes 10 shelters in Lower Hutt, 3 in Upper Hutt, 6 in Porirua, 2 in the Wairarapa, and 2 in Kapiti (including 2 shelter

relocations). Following consultation with local residents and commercial business property owners adjacent to the locations, a number of shelters have been approved, and manufacture is underway. At least 8 shelters will be complete and installed by February 2016. The remainder are still in the consultation process.

We have also been working with Hutt City Council (HCC) officers on ways of reducing the congestion and safety concerns which have arisen at the Queens Drive bus stop in central Hutt City. A paper is being put to HCC's Traffic Sub-committee on 30 November 2015 to have 2 new bus stops installed on Margaret St. This will enable some of the services that currently use the Queens Drive bus stop to move to these new stops instead. Should the traffic resolution be passed by HCC it is expected the new bus stops will become operational in the last quarter of this financial year. The new stops are planned to have shelters, real time information signs and service information totems.

Bus Shelter renewal programme

In conjunction with the renewal of Porirua Station Road shelter, a number of existing shelters are identified within our asset management system as being required to be renewed. The most urgent are; 14 in Wellington City, 4 in Lower Hutt, and 1 in Porirua. Once the detail costing of the Porirua Station Road shelter renewal is established then the work to progress the renewal of the other shelters will begin.

(b) Totems

We have installed one new totem at the Upper Hutt Station interchange. All northbound totems along the Golden Mile have been updated to reflect the new timetables in the Northern suburbs.

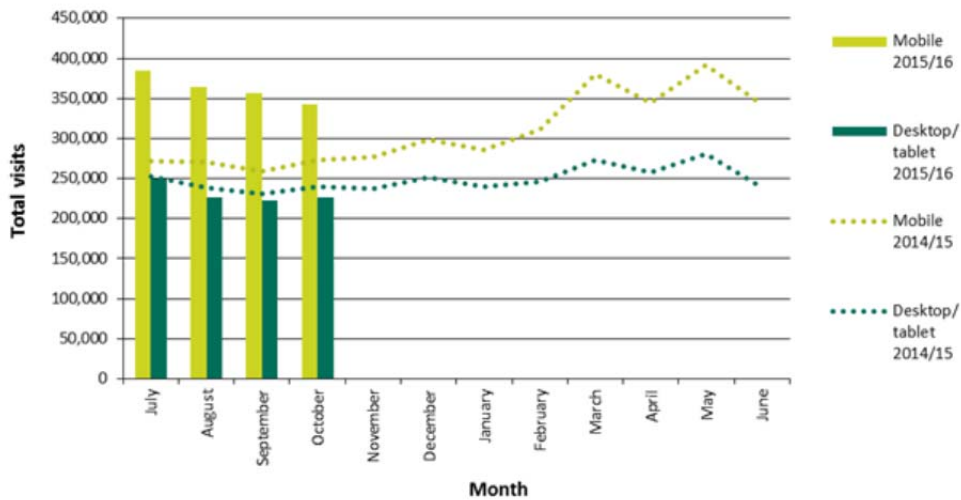
(c) Standing pads

We have a significant level of service gap for standing pads, generally in residential areas. We are aiming to install 20 standing pads this financial year.

2.4 Metlink customer services and information

2.4.1 Metlink website and Apps

In the four months to October, there were 1.4 million visits to the website by mobile users, an increase of 35% on the same period last year. There were also 0.9 million visits by those using desktops or tablets, a decrease of 4% compared to the same period last year.



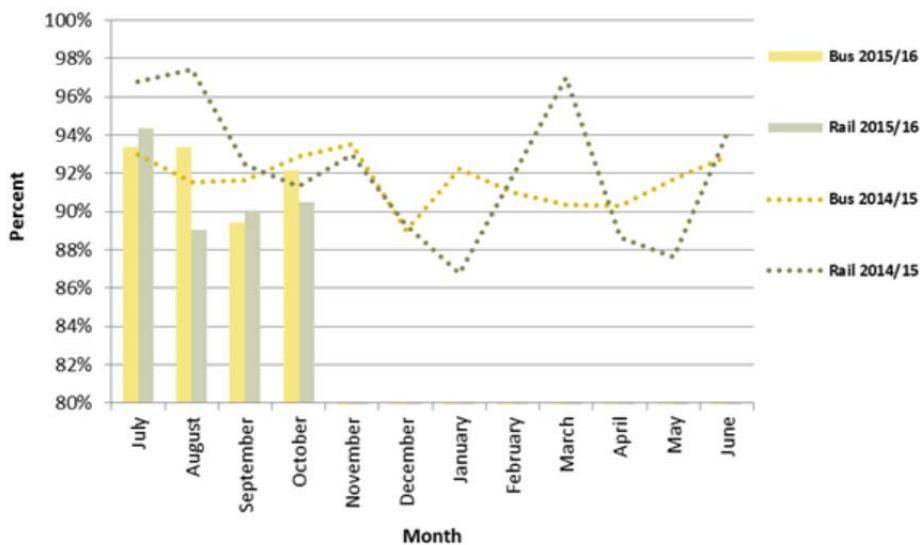
The new Metlink website www.metlink.org.nz was launched on Saturday 10 October, 2015. The launch included a feedback-gathering period which has now closed. Customer feedback was generally positive and constructive, and input from internal and external customers has been considered and taken into account by the Systems team and SOMAR, the website’s external developer.

Feedback and performance to date shows that the final product is versatile, user-friendly, and accessible on computers and handheld devices.

New apps (android and IOS) are currently in development. The apps will improve on the functionality of current apps, mimicking some of the location functions available on the website.

2.4.2 Real-time information (RTI)

In the four months to 31 October 92.1% of bus services and 91.0% of rail services were tracked by the RTI system.



The services tracked graphs (above) are indicative of the quality of RTI predictions to customers. They show that around 92% of services were tracked, and information provided to customers via the electronic signs, website and mobile apps. We working to improve this number and get the tracking closer to 100%.

The RTI tracking percentage is reduced because:

- Journeys not being assigned correctly to scheduled trips by operators
- Buses that replace trains are not tracked in RTI
- Processes not being followed and equipment being poorly maintained
- There are a number of minor system issues which we are in the process of resolving.

Since the October report we have:

- Completed further updates of the RTI system information from our new INIT timetable system. The update on 26 October 2015 included corrections to a number of Wellington bus services run boards and the Johnsonville line timetable change. The update on 16 November 2015 included changes to the new Newlands bus timetable, changes to other routes and addition of some school services.
- Continued our monitoring of RTI performance. Our view is that a significant number of RTI tracking issues are because operators are not correctly maintaining the equipment and operating the system. We are working with the operators to develop processes and ensure that appropriately training programmes are in place. It is proving difficult to get sustained improvements in performance - although results do improve when we are actively monitoring services with an operator.

Early indications of the November performance show a lift in RTI tracking percentages for Rail 97% and Bus 94% (although we expect the bus percentage to reduce for the full month after the some issues following a system update mid November).

2.4.3 Printed timetable and publications

New timetables for the 25 most popular routes were distributed at the end of October 2015 to authorised timetable stockists. The new timetables are proving popular, and officers have been working with patrons, former stockists, and operators to ensure information continues to reach all customers in accordance with new business rules.

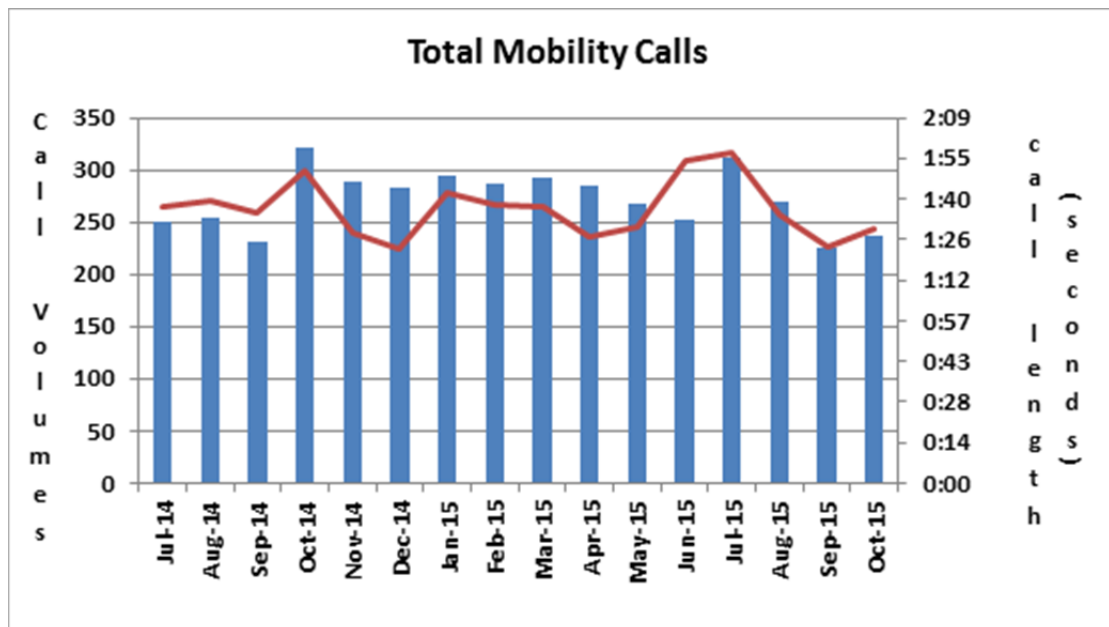
Public reliance on on-line channels for timetable information is becoming more widespread. In response, officers have been communicating the capabilities of the website and apps, and putting exempt service users in touch with service providers when a non-Metlink publication is requested. A poster with a QR code and informing customers of on-line channels has been distributed to former stockists and other parties upon request. This is in-line with the intent

of the project to maintain accessibility of information while reducing costs and waste.

2.5 Total Mobility

(a) The volume of Total Mobility-related calls received by the Contact Centre during October 2015 decreased compared to the same period last year. This could be due to the following factors:

- Improved distribution of Total Mobility related information through the Assessment Agencies and support worker network
- Improved access to Total Mobility related information via Greater Wellington and Metlink websites
- Acceptance of Total Mobility referrals from support workers by email



(b) Overall Total Mobility registrations are down 14 on October 2014 figures. However, GWRC registrations are the same as the previous year.

3. Regional Transport Planning

3.1 Ngauranga to Airport Corridor (N2A)

The three partner agencies (GWRC, NZTA and WCC) continue working together to develop a proposal to progress planning for the Basin Reserve and linked transport connections. This will encompass an interconnected programme of work streams including project strategy & funding, engagement, design, and decision support tools & optimisation. A multi-modal transport focus is proposed along with integration with land use and urban design considerations.

Some early targeted engagement is underway and a detailed engagement plan is under development to guide engagement activities from early 2016 onwards. Early work to develop decision support tools is also underway.

3.2 Petone to Grenada Road (P2G)

The Transport Agency Board considered a paper on alignment options for the proposed P2G at their meeting on 29 October 2015. It is expected that the decision of the board would have been announced by the time the committee receives this report. This will be followed by a round of public dissemination which will include councils/ stakeholders/ landowners, via websites, FAQs, newsletters, public information displays.

3.3 Wellington City to Hutt Valley walkway/cycleway/resilience project

3.3.1 Petone to Ngauranga section

On 13 November 2015, NZTA announced that its preference for the new cycle and pedestrian path between Petone and Ngauranga is the seaside option. The proposed path will be 3m wide, with 1m wide shoulders on either side. Further work is being done to confirm the width of the overall platform that it will be built on to accommodate enhanced maintenance and service provisions for the adjacent railway line. Construction is expected to commence by 2019. Further details can be found on the Transport Agency's website at www.nzta.govt.nz/w2hmlink

3.4 Items on the next Regional Transport Committee agenda

The following items are currently expected to be included on the agenda for the next Regional Transport Committee (RTC) meeting on 8 December 2015. The full reports will be available to Councillors in the usual way prior to the meeting.

3.4.1 Variation to the Regional Land Transport Plan (RLTP) 2015: Sealing and widening of the Hutt River Trail

The RLTP was approved in April 2015. The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 6 financial years, and the regional priority of significant activities (costing >\$5m).

The Land Transport Management Act 2003 includes provision for variations to the approved RLTP at the request of an Approved Organisation or the NZTA, or on the RTC's own motion. Upper Hutt City Council (UHCC) has requested a variation to the RLTP to include a new activity called 'sealing and widening Hutt River Trail' in the RLTP.

The subject activity was originally identified as a recreational project in the UHCC Long Term Plan (LTP) at the time the RLTP was finalised, with LTP funding to allow the project to be completed over a ten year period. However the commuter benefits of the route have since been identified and it has been included as a project for the New Zealand Government's Urban Cycleway Programme and has received funding from the Urban Cycleway Fund. As a result UHCC is in a position to commence construction within the current financial year, and to complete the work within the next three financial years.

Inclusion in the RLTP is required as part of the wider funding approval process for the project.

RTC will consider this variation request at its meeting on 8 December 2015. If the RTC endorses the variation, it will then be forwarded to GWRC for approval. Council must either accept the recommendation or it can refer the variation back to the RTC once with a request that it be reconsidered. A report detailing this variation request will be presented at Council on 9 December 2015.

3.4.2 2014/15 Annual Monitoring Report on the Regional Land Transport Plan

The aim of the Annual Monitoring Report 2014/15 (AMR) is to present a summary on the progress of the performance measures and targets identified in the RLTP.

The AMR report represents the beginning of the monitoring process for the recently approved RLTP. To avoid duplicating work presented elsewhere, the AMR this year focuses on those outcomes and corresponding measures where new data for the 2014/15 period is now available. The report will be amended each year with new information so that over time a comprehensive picture of how the RLTP is affecting the transport system will be developed.

There are no decision recommendations attached to this report.

3.4.3 Progress report on projects in the Regional Land Transport Plan 2015

This forms the second element of monitoring programme for the RLTP. It provides a half yearly update on the status of significant projects and other key programmes of regional interest. The report has been developed in collaboration with all councils in the region and NZTA.

There are no decision recommendations attached to this report.

4. Sustainable Transport

The Sustainable Transport team is working in three key areas:

4.1 Travel Demand Management programmes

There has been an ongoing process of refining and refreshing programmes to ensure tighter targeting of audiences and better outcome delivery. This has included a particular focus for Active a2b which is being prepared for early next year. The challenge part of the programme will include promotion of walking, cycling and public transport as sustainable transport modes. There will be workplace, team and individual challenges with appealing prizes to aim for.

Work is underway to research best practice for improved outcomes for active travel to school and workplaces. This will form the basis of scoping for a new pilot programme which it is hoped will result in collaborations between GWRC, the Centre for Sustainable Cities and NZTA's Highways and Network Operations staff.

An Expression of Interest is being developed by Auckland Transport (our partner in Let's Carpool) to be released before Christmas to find a suitable

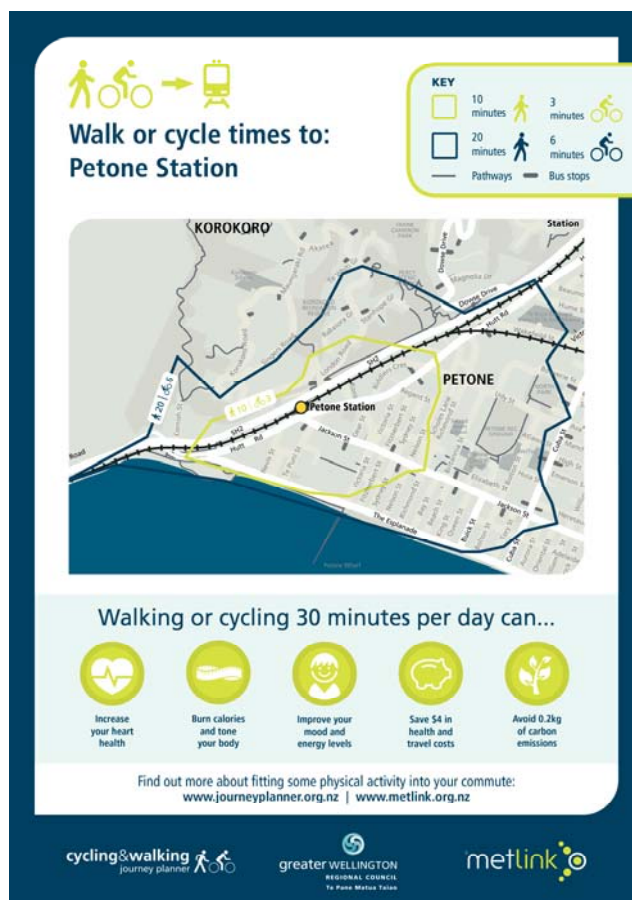
candidate for a carpooling app that can improve promotional options for Let's Carpool.

Personalised journey planning work with Victoria University is ongoing and work is also underway to provide targeted promotions to the tertiary institutions in the region.

4.2 Walking and Cycling projects

Staff have participated in several workshops relating to the implementation of the Urban Cycleways Fund with NZTA and local authorities and are developing opportunities for how we can work together effectively to promote use of the new infrastructure once it is in place through behaviour change programmes.

The development of a series of Time Radius maps to promote walking and cycling to key train stations around the region is continuing with a new map for Petone Station underway. These maps provide a radius around each station for 10 and 20 minute walk times which correspond with three and six minute cycling times. Maps for Waterloo, Porirua and Johnsonville stations have been completed and are currently being re-designed to fit Metlink branding with a view to incorporating them into the Metlink website. Upper Hutt, Paraparaumu and Waikanae stations are to be completed next.



Four Big Bike Fix Up events are being delivered across the region prior to Christmas. They are taking place in Naenae, Wainuiomata, Porirua and Kapiti. Events in other parts of the region are currently in planning stages.

The annual regional summer cycling guide has been produced and distributed. This guide outlines family friendly cycling events across the region.

4.3 Road Safety promotion

By 24 December 2015, cycle skills training would have been delivered to 1,087 children and adults. New instructors have been recruited for ongoing training courses.

The Sustainable Transport team provides ongoing support for a series of regional road safety campaigns funded by NZTA's Highways and Network Operations unit and delivered by a contractor based in the team.

Our road safety staff have participated in road safety action plan meetings in Kapiti, Hutt Valley, Wellington and Wairarapa to ensure GWRC activities are incorporated into action plans.

5. Responses to public participation

Public participation at the Committee's meeting of 27 October 2015 was made by Mike Mellor and Nigel Foster.

Mike Mellor

Mr Mellor spoke to a range of issues, including IFT fares policies and transition approach, the Public Transport Transformation Programme communication and stakeholder engagement strategy, the Northern Suburbs bus services improvements and General Managers' report to the Sustainable Transport Committee, 27 October 2015.

A written document outlining Mr Mellor's concerns was presented to the Committee. Officers have prepared responses to these questions and forwarded these on to Mr Mellor.

Nigel Foster

Nigel Foster spoke on providing extra public transport services to cater for events such as the Rugby World Cup final on Sunday 1 November 2015.

As outlined at the last meeting, officers work closely with local councils to determine the need for special services relating to events, and it is standard practice to provide additional rail capacity and services for events where demand is expected to exceed normal capacity or when there are no scheduled services (eg the early start of this year's ANZAC ceremony). There are several examples earlier in this report of services being adjusted to cater for events.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report approved by:

Wayne Hastie
General Manager
Public Transport

Report approved by:

Luke Troy
General Manager
Strategy