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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, the annual monitoring process will be maintained to ensure up-to-date information is available for related policy development work. 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 of the Regional Land Transport Programme 2009-2012 that supports the RLTS 2007-2016, as reported by the lead agencies. Progress is reported for the quarter to **31 March 2010**.

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, walking 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.

## 4. Progress

The following provides a brief summary of the highlights during the third quarter of the 2009/10 financial year.

### 4.1 Passenger transport projects

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

#### 4.1.1 Matangi rolling stock – new Electric Multiple Units (EMU) procurement

Twenty-two of the 96 vehicles are currently in production; with the first two-car set (trailer car and motor car) approaching the final stages of outfitting (see pictures below-note the access to wheelchair spaces, and the unobstructed passage between the two cars). Planning for testing in Korea continues and is due to start in early April.



The Hyundai-Rotem engineer responsible for commissioning the trains visited Wellington in February to inspect the depot and port facilities to help plan for vehicle off loading and Customs clearance in Wellington.

#### 4.1.2 Ganz Mavag detailed condition assessment and prototype

The contract allowing KiwiRail to commence the refurbishment of the prototype has been signed. Work is planned to commence in late March/early April at the Hutt Workshops, with a target completion date set for the end of 2010.

#### 4.1.3 Real time information

The contract for the Real Time Passenger Information system was awarded to ACIS Ltd. Planning and design work has largely been completed, and preparation for the pilot phase, due to start in April, is underway. The on-bus and on-street installations will begin in October 2010. The system should be partially operational in Wellington city in late 2010.

#### 4.1.4 Integrated ticketing

The investigation of options for the development of GW's network-wide integrated ticketing aspirations remains low key pending developments with the implementation of the Auckland system, and the New Zealand Transport Agency's (NZTA) plans for a national system.

The NZTA has agreed to establish a national ticketing programme for public transport in New Zealand, and has recently approved funding for the development of Auckland's integrated ticketing project as a first step.

### 4.2 Passenger transport activities

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

#### 4.2.1 Rail station upgrades

Pukerua Bay Station upgrade is complete and work is progressing well at Redwood Station. Work is also underway on the canopies on platforms 1 and 2 at Wellington Station.

#### 4.2.2 Kapiti stations

All consents for station construction and land subdivision have been granted. Construction tenders were released early in 2010 and are currently being evaluated, with work set to start in April.

Kapiti Coast District Council approved the lease of land at Waikanae to provide additional park and ride spaces and the Māori Land Court is expected to approve the lease of this land over the next few weeks.

#### 4.2.3 Regional Rail Funding

Further work on rail activities within the Regional Rail Plan will await the finalisation of recently announced changes to the funding of transport infrastructure. Discussions are continuing with the Ministry of Transport.

### 4.3 KiwiRail update

KiwiRail is the lead agency for several passenger transport projects. See **Attachment 2** for detailed progress. The highlights for this quarter are:

#### 4.3.1 Kaiwharawhara Throat (Wellington Station Entry)

Work is focussed on planning auxiliary works and preparing for the next blocks of line over Easter and Queen's Birthday weekend.

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

Good civil works progress is being made, albeit with some delays in retaining wall construction.

#### 4.3.3 Traction system upgrades

Two new substations have been brought online and are providing power to the overhead system.

#### 4.3.4 Signals system upgrades

New track circuits (signals) continue to be rolled out and commissioned across the network.

### 4.4 Roothing projects

The NZTA 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 strategic roading projects include:

#### 4.4.1 Transmission Gully (Western Corridor, RoNS)

Technical consultation with stakeholders continues in preparation for the future lodging of regulatory consents.

#### 4.4.2 Mackay's to Peka Peka Expressway (Western Corridor, RoNS)

NZTA expects to announce the preferred tenderers for the Mackay's to Peka Peka Expressway Alliance by May 2010.

#### 4.4.3 Melling to Hayward's upgrade (Hutt Corridor)

Consultants have been engaged and have commenced investigations into proposed improvements to the stretch of SH2 between just south of Melling Bridge and just south of the Hayward's Interchange. Modelling work has been undertaken and results are due back soon.

#### 4.4.4 SH2/SH58 Hayward's Interchange

Design work is nearing completion and awaiting alteration to the designation from Hutt City Council. Expect to apply for construction funding in May 2010.

#### 4.4.5 Muldoon's Corner (Wairarapa Corridor)

Overall progress is on track.

#### 4.4.6 Basin Reserve project (Ngauranga to Wellington Airport Corridor, RoNS)

The investigation and reporting phase (including consultation) has been delayed until the government's plans for Buckle Street (Memorial Park) are announced.

#### 4.4.7 Ngauranga Triangle study

This study has been completed and will go to the NZTA Board for endorsement.

#### 4.4.8 Safety improvements

##### **MacKay's to Centennial Highway safety improvements**

Design work is well underway and due for completion in July 2010. Tendering for the construction phase is planned for September/October 2010.

##### **Otaihanga to Waikanae safety improvements**

Investigation is complete, and funding is included in 2009-12 three year programme. The preferred option includes u-turn facilities at Otaihanga Rd and Kebbell Drive (both just off SH1). This project is being presented for Approval to Proceed to the design phase on 29 April 2010.

##### **Moonshine Hill Road to Silverstream safety improvements**

Designation and land acquisition are complete. Tendering for physical works is currently underway and due to close on 27 April 2010.

##### **Moonshine Road to Fergusson Drive safety improvements**

The scoping report has been completed and work on the scheme assessment report is underway.

##### **Johnsonville to Tawa street lighting**

Design work continues with tenders for physical works expected to be advertised in June 2010.

## **Forest Lakes safety improvements**

A professional services contract was awarded to BECA in February 2010. The investigation phase has commenced and a draft scoping report is currently being reviewed.

### **4.4.9 State Highway Classification System**

In order to guide ongoing management and future development of the state highway network the NZTA is developing a state highways classification system. The development involves categorising state highways based on the volume of traffic they carry or the function they perform – for example for the movement of freight, for tourism, for everyday travel.

The classification will help ensure that state highway investment and operational activities are aligned to helping routes better perform their function as set out in the classification system. This will in turn improve road safety and encourage economic growth and productivity. The classification system will also have an important role in planning processes because of the highway network's connection to the local road network and relationship to access and urban settlement.

NZTA and Ministry of Transport staff are currently working on developing criteria to determine the categories within the classification system. Once these categories and criteria are confirmed and the draft classification system developed, feedback will be sought from key national and regional stakeholders, including local authorities.

## **4.5 Travel Demand Management (TDM) Plan activities**

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

### **4.5.1 Encourage sustainable and efficient travel choices**

#### **School travel plan programme**

Wellington City Council has employed a school travel planner who will now work directly with schools within the city boundaries, with support from GW's school travel plan team.

Thirty-five Wellington region schools (34 primary and one secondary) took part in Movin' March, a celebration of walking, scooting and cycling to school, between the 22-26 March. Participating schools were linked to existing resources to help organise their schools Movin' March activities. School activities included road safety activities, junior bike group rides, whole school active travel days, Fancy Feet parades and use of the cycling and walking journey planner to plan active journeys to school.

Movin' March week was supported by school travel plan co-ordinators from throughout the region, Regional Public Health, and Active School and Enviroschool facilitators. Radio publicity prior to and during the week also provided positive reinforcement to parents throughout the region who allow and encourage their children walk, scooter and cycle to school.

### **Workplace and Business Travel Tool Box**

In March, the Let's Carpool programme celebrated reaching the milestone of 1,000 registrants. A radio campaign, roadside banners and a media release were used to promote the programme during this time. The milestone promotion also stimulated interest in Let's Carpool from other regions of New Zealand and has stimulated increased registration numbers.

As of the 30 March 2010 there were 1,214 registrants on the Let's Carpool website, and the programme has found 646 possible carpool matches across 578 of the registrants.

An evaluation of the Let's Carpool programme will be undertaken throughout May 2010 by the Sustainable Cities unit from the University of Otago. The evaluation will examine whether Let's Carpool has encouraged commuters to change how they travel to work, and whether there was a difference in uptake between the individual and workplace schemes. It will also provide insight into the characteristics of registrants, and will compare those who have and haven't started carpooling. In addition, it will provide insight into the ways in which Let's Carpool could be improved, which may help inform the development of future (similar) initiatives aimed at changing travel mode choice for commuting.

The active transport programme, Active a2b, developed as a means of reducing congestion in major urban areas in the Wellington region was launched on 5 January 2010. Active a2b is a workplace based initiative, delivered to organisations by their Human Resources staff, to encourage more people to walk or cycle to work. The programme offered participants personalised tools and incentives for setting their active transport goals and supported other initiatives such as the NZTA Bikewise Challenge, Go by Bike day, and Walk to Work day. Practical workshops were also available for people new to cycling.

By the end of March 888 participants from 52 organisations had signed up to the Active a2b programme. These include a large number of participants from Capital and Coast District Health Board, Victoria University of Wellington and the Ministry of Health. Evaluation of the programme will be undertaken in May 2010.

### **Travel Awareness Programme**

There has been a lot of activity this quarter to raise awareness in the community of active and sustainable transport options. Radio publicity related to the Movin' March campaign, gave positive reinforcement to parents

throughout the region who allow and encourage their children to walk, scooter and cycle to school.

New roadside banners and radio advertising were used to celebrate the one thousandth Let's Carpool registration milestone. This has stimulated increased registration numbers and demonstrated the popularity and acceptability of carpooling within the region.

GW sponsored a successful Go by Bike day on 17 February and Walk to Work day on 10 March. Over 700 cyclists attended the Go by Bike day which emphasised the importance of high visibility and road safety.

GW staff also assisted Kapiti Coast District Council to deliver cyclist skills at the Kapiti Sustainable Home and Garden Show at the end of March.

## **4.6 Cycling Plan activities**

GW oversees the implementation of the Cycling Plan activities detailed in **Attachment 6**. Activity progress to note is:

### **4.6.1 Cycling and Walking Journey Planner**

The regional web-based cycling and walking journey planner has attracted over 16,600 visits since its launch in September 2009, with 5,521 of those visits taking place during the January to March quarter.

The journey planner provides directions, time and distance measurements, and maps to requested destinations. It also has other features such as elevation, weather conditions and a calorie counter. Recent feedback on the site includes its usefulness when looking at possible homes to buy, to calculate the walking distances to schools and discovering shortcuts when cycling to and from work.

In addition, the Sweet Summer Journeys competition has been running to encourage users to learn the finer points of navigating the journey planner website, and share their favourite journey details. Stories from competition participants have been used in the Active a2b newsletters to direct more traffic to the website. This no cost initiative was generously supported by numerous sponsors.

### **4.6.2 Active Transport Forum**

The Active Transport Forum held their first meeting of 2010 in February, and featured Liz Thomas from Living Streets Aotearoa as a guest speaker. The forum members also discussed *Safer Journeys, New Zealand's Road Safety Strategy 2010- 2020*, and continued work on developing a strategic walking network map for the region.

### **4.6.3 Share the Road Campaign**

Massey University students presented their initial ideas for a revitalised Share the Road campaign that promotes safe overtaking by motorists, and safer cycling habits.

#### 4.6.4 Official New Zealand code for cyclists

GW provided feedback on the NZTA official New Zealand code for cyclists, and is developing a strategy for distribution of the document to schools and libraries throughout the region.

#### 4.6.5 Road safety Awareness for Cyclists

Go by Bike day was held on 17 February and included a road safety element with the on-site application of reflector tape to participants' bicycles. This very popular service offered immediate benefit to participants and reinforced the importance of being seen when out riding. GW staff also assisted with a Go by Bike day television promotion.

### 4.7 Walking Plan activities

GW oversees the implementation of the Walking Plan activities detailed in **Attachment 7**. Activity progress during the quarter includes:

#### 4.7.1 Promoting wider benefits of walking

Thirty-five Wellington region schools took part in Movin' March, a celebration of walking, scooting and cycling to school, between the 22-26 March (see section 4.5.1). A key message of the campaign was to acknowledge the role of parents and caregivers who allow and encourage children to walk to school.

GW also sponsored Walk 2 Work day held on 10 March.

### 4.8 Road Safety Plan activities

GW oversees the implementation of Road Safety Plan activities which are detailed in **Attachment 8**. The status of some road safety activities is given below:

GW officers contributed to the Road Safety Action Plan meetings in Wellington, Upper Hutt and Wairarapa. They are also working with the NZ Police and road safety co-ordinators on a youth road safety initiative involving secondary schools and youth organisations from across the region.

## 5. Communication

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

## 6. Recommendations

*It is recommended that the Committee:*

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

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- Attachment 1: Agency Progress Reporting Methodology**
- Attachment 2: Passenger Transport Projects**
- Attachment 3: Passenger Transport Activities**
- Attachment 4: Rooding Projects**
- Attachment 5: TDM Strategy Activities**
- Attachment 6: Cycling Plan Activities**
- Attachment 7: Walking Plan Activities**
- Attachment 8: Road Safety Plan Activities**