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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 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 Management Act 2003 (amended in 2008) to provide a 3 yearly report on implementing the 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 set out in the various regional transport plans (including the corridor plans) that support the RLTS 2007 – 2016, as reported by the lead agencies. Progress is reported for the quarter to **31 December 2008**.

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. 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.

4. Progress

The following provides a brief summary of the highlights during the second quarter of the 2008/09 financial year.

4.1 Ngauranga to Airport Strategic Transport Study

The Committee approved the Ngauranga to Wellington Airport Corridor Plan at the 28 October 2008 meeting.

4.2 Regional Rail Plan

Following the GW Transport and Access Committee's endorsement in November, the Regional Rail Plan was presented to the RTC in December. A separate report on this agenda recommends the Committee endorses the Plan.

4.3 Passenger Transport Projects

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

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

The project is progressing through various key design phases with Rotem/Mitsui continuing to submit various project plans and system designs for review.

A full size wooden mock-up of half of the low floor trailer car (including the driver's cab) has been installed at the Woburn Hutt Workshops. Leading up to Christmas the Matangi team used the mock-up to consult on design issues with a wide range of stakeholders and special interest groups. Feedback on the mock-up has been overwhelmingly positive.

The trains will commence delivery in 2010.

4.3.2 Additional capacity trains

The two-car Phoenix train commenced passenger services in October 2008, and the SE train (six SE carriages and two EO locomotives) commenced passenger service in December. The two-car Ferrymead train commenced passenger services in September. All ten are now in service and this concludes the additional capacity trains group of projects.

4.3.3 MacKay's to Waikanae double tracking (and electrification to Waikanae)

An official sod turning ceremony was held in December at MacKay's Crossing to mark the beginning of the physical works. MP Nathan Guy used an excavator to turn the first sod watched by local and regional councillors and representatives of the local iwi.

Civil works have commenced; and preparations continue prior to the commencement of works along the length of the line between MacKay's Crossing and Waikanae.

4.3.4 Johnsonville tunnels upgrades

Good progress continues to be made on all construction activities to widen the Johnsonville tunnels and upgrade the track in readiness for the arrival of the Matangi trains. Preparations include maximising the timing of the major tunnel works for completion over the holiday shutdown period.

The tunnel works are expected to be completed in late January 2009.

4.3.5 Real time information

The Expression of Interest process for the Real Time Passenger Information (RTPI) system was well received by industry, generating 29 responses. Funding approval for the system was confirmed by NZTA in November and the Request for Tender was issued on schedule (23 December), with a closing date of 20 March 2009. In the intervening period, preparation for the tender evaluation and the scheme design and operation will continue. It is expected that a contract award will follow in mid-2009, with a pilot phase taking place late in 2009.

4.3.6 Integrated ticketing

The investigation of options for the development of GW's network-wide integrated ticketing aspirations remains low-key. This is due to the continued absence of any resolution to the Auckland Regional Transport Authority's tendering process as well as national level guidance from NZTA. However, it is expected that with a dedicated staff position at NZTA from December 2008 onward and a direction adopted by ARTA in the first quarter of 2009, the investigation will be better informed and will be able to develop further.

4.3.7 Bus stop and shelter maintenance

All 13 shelters planned to be installed in the 07/08 financial year are now in place.

Consents for new shelters are being sought from Councils for 08/09 shelter allocations.

4.4 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:

4.4.1 Trolley bus services

Trolley bus replacement programme

As at the end of December 2008 there were 28 new generation trolley buses on the road.

There continues to be a delay in the delivery of the new trolley buses due to production issues and the relocation of factory facilities. However, the gap between the actual and anticipated delivery is narrowing substantially. NZ Bus Ltd is continuing to work with Designline to ensure that delivery of the new fleet will still be completed by the originally planned date of November 2009.

Overhead trolley bus wires

The various stakeholders (GW, NZ Bus Ltd, Wellington Cable Car Limited and Vector) involved in the supply of Trolley Bus services continue to meet regularly to discuss network issues and a programme of works to improve the reliability of the overhead system.

4.4.2 Review of Kapiti bus/train connections

Evaluation of the integrated ticketing trial providing free bus travel from Paraparaumu station for rail commuters, known as 'KapitiPlus', has provided positive feedback and shown that some transfer from park and ride car use has taken place. In order to further evaluate the trial and its potential for replication elsewhere, it has been extended until April 2009.

4.4.3 Rail Station Upgrades

Tenders have been awarded for construction of the Johnsonville Line platforms and pre-cast platform frontages are being fabricated. Platform designs have been submitted to ONTRACK and key elements have been signed off.

4.5 ONTRACK update

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

4.5.1 Kaiwharawhara Throat (Wellington Station Entry)

ONTRACK has evaluated construction tenders and made an award recommendation. The contract is expected to be signed and the contractor mobilised during January. A noise assessment has been undertaken and a noise management plan will be submitted to WCC.

Storage areas and site access ways have been agreed with Interislander.

4.6 Rooding Projects

New Zealand Transport Agency (formerly Transit New Zealand) is the lead agency for most of the strategic rooding projects identified in the RLTS. See **Attachment 4** for detailed progress. Progress to note on rooding projects led by the NZTA includes:

4.6.1 Dowse to Petone Grade Separation (Hutt Corridor)

Construction work is progressing to programme (50% complete).

4.6.2 Moonshine Hill Road Intersections (Hutt Corridor)

Upgrade of Whakatiki Street/Moonshine Road and Moonshine Hill Road (east) is complete.

The remainder of the intersection at Moonshine Hill Road (west) was suspended due to poor weather but resumed during November 2008. This project is expected to be completed by the end of January 2009.

4.6.3 Safety Investigations (Western Corridor)

MacKay's to Centennial Highway safety improvements

This investigation is 60% complete.

Investigation of the first section (Mackay's to Paekakariki) is complete except for consultation with local landowners. Investigation for the Paekakariki to Centennial Highway section is underway (50% complete).

The draft preliminary report is expected by the end of Jan '09 with consultation to follow.

Otaihanga to Waikanae safety improvements

The investigation is 50% complete. The draft Scheme Assessment Report is due in early January 2009. However, further work on "U-turn" facilities at each end is required.

Moonshine Hill Road to Silverstream safety improvements

The Scheme Assessment Report has been delivered. Additional work is required to confirm a preferred option with safety improvements likely to be broken into two stages for construction.

4.6.4 Transmission Gully (Western Corridor)

Consultation on the preferred route through Transmission Gully resulted in a total of 2,411 responses received – with 2,137 (88.6%) in support, 103 (4.3%) “didn't mind”, and 171 (7.1%) opposed. The feedback indicated not only a high level of community interest in the project, but also a similar degree of support for the recommended route through the gully. The project team

thoroughly analysed all the received feedback, highlighting a number of specific suggestions. Ongoing work will address these highlighted suggestions.

The team is now working on Phase 2 which involves preparing the information required for relevant resource consents. This phase, for which an additional \$17.5 million in funding has been released, is expected to take up to early 2010 to complete.

4.6.5 Western Link Road (Western Corridor)

Kapiti Coast District Council is the lead agency on the Western Link Road project (Western Corridor) – see **Attachment 4**.

Western Link Road Stages 1 – 3 are progressing with the Stage 1 investigation almost complete. A review of design scope has been completed, final scoping decisions have been agreed and detailed design work is underway. Further work is being completed to look at the footprint of the intersections and whether there is any opportunity to reduce the number of lanes required.

Designations have been obtained and work on Stage 1 resource consents is continuing with three of four consents approved. The remaining set is subject to limited notification process (Takamore Trustees yet to agree). Property purchase is proceeding as the NZTA has approved a funding application for advanced land purchase – three private properties are now in advanced negotiations. NZTA property transfer has been held up by a legal challenge from the developer.

Possibilities are arising for construction of Stage 3 in conjunction with private development south of Raumati. However, NZTA land is again subject to legal challenge outcome.

4.7 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:

4.7.1 Community initiatives

Greater Wellington supported the *350 Climate Day of Action* at Waitangi Park on December 6, which was organised by Victoria University students. The festival was an opportunity to highlight GW's work in the area of climate change, and included promotion of public transport, walking, cycling and carpooling. The festival was well attended and received a range of media coverage including television.

4.7.2 School Travel Plans

Seven new schools signed up to the school travel plan programme for 2009. The school travel plan programme now has 23 schools registered.

Kapiti Coast District Council has employed a School Travel Plan Coordinator. The coordinator will deliver the programme to three schools in 2009.

Five schools have completed their first evaluation survey showing a 5.4% decrease in family car use for the journey to school by those parents who took part in both the baseline and evaluation surveys.

The Wellington Region's School Travel Plan Programme mascot was launched in Carterton in December. The mascot, a young kākā, received the name "Jack" in a competition open to the region's primary schools. An article detailing the programme, mascot and supporting Territorial Authorities is being run in the Active Download magazine, which is distributed to all schools in the Wellington Region.

4.7.3 Workplace Travel Plans

A total of 12 organisations are taking part in the Workplace Travel Plan Programme resulting in the three year target (to 2008/09) already being met. Almost 12,000 staff and 20,000 tertiary students are involved in the travel plans. Follow up surveys for 3 organisations were undertaken this quarter with analysis expected in the next quarter.

Nine active travel plan organisations were surveyed in November for feedback on how GW is doing in support of regional organisations undertaking workplace travel plans and asked for their suggestions on where provided service may be improved upon. Overall, respondents indicated that:

- the travel survey and on-line survey delivery and analysis is critical to developing effective actions,
- the guides, templates and assistance are very useful and welcome particularly in the initial stages of the travel plan process,
- the quarterly Travel Planners Forums are very useful for providing an opportunity for organisations developing and implementing workplace travel plans to network and find out about the progress, challenges and initiatives of others,
- initiatives such as the 'Have a go on the bus or train' promotion, Smart travel discount card and the upcoming carpool programme are generally valuable for their staff and add value for the organisation in terms of internal funding required for such initiatives,
- assistance from the Sustainable Transport Planner was seen as invaluable by all organisations for the personalised and knowledgeable service provided by this position.

Many respondents indicated that if GW's Travel Plan Programme did not exist when they started, the travel planning process and travel plans would not have been as comprehensive and may have cost the organisation more to undertake.

Development of a regional carpool programme to facilitate carpooling to work commenced with ride-matching software being selected and customisation work begun. The programme will use new carpooling marketing resources and guidelines currently being developed by the NZTA. The programme will be

available at no cost to every business and organisation in the region and will provide them with a package of software and marketing tools.

4.8 Cycling Plan Activities

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

4.8.1 Regional Cycling Plan review

A new Regional Cycling Plan was adopted by the Committee in December 2008. The Plan sets out a range of actions and initiatives at the strategic level to be implemented in the region to help achieve the desired outcomes for cycling set out in the Wellington Regional Land Transport Strategy.

The actions involving commitment and co-operative work amongst all stakeholders include:

- Improve the cycling network
- Improve cycling and public transport integration
- Provide for cyclists in land development
- Influence central government policy
- Seek adequate funding
- Support delivery of cyclist skills training programmes
- Facilitate information sharing
- Improve driver and cyclist awareness
- Improve information about cycling
- Encourage participation in cycling
- Improve cycling connections between local networks
- Support development of the Great Harbour Way.

4.8.2 Cycling and Walking Journey Planner

A project commenced towards the development and implementation of a web-based cycling and walking journey planner aimed to provide information to facilitate and encourage cycling and walking for commutes and short trips. An evaluation and selection process of proposals to develop the interactive web-based journey planner was completed in November.

GW chose a local supplier. The Journey Planner is being developed in co-operation with local authorities will include route planning, itineraries, time/distance measurements and maps to requested destinations. The project is expected to be completed at the end of March 2009.

4.8.3 Cycling Forums

Following reviews of the Regional Cycling and Walking Plans and the desire to facilitate a greater degree of information sharing and regional coordination – both in terms of cycling and walking implementation initiatives – Cycling Forum members were surveyed in this quarter. Comments were requested on the objectives, mechanisms and functions of the Cycling Forum to ensure we

are meeting the needs and expectations of the participants and to get feedback on a new forum format to include discussions and information sharing and events related to walking.

There was a 100% response rate to the survey from cycle forum members who put forward great ideas and comments on how all parties can better share and provide information and better collaborate on all fronts with regard to cycling and walking across the region.

It is hoped that we will be able to meet these objectives with new Active Transport Forums. The new format combines opportunities for discussion and information sharing on both cycling and walking issues and initiatives; and will commence in February 2009.

4.9 Walking Plan Activities

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

4.9.1 Regional Walking (Pedestrian) Plan review

A new Regional Walking Plan was adopted by the Committee in October 2008. The Plan sets out a range of actions and initiatives at the strategic level to be implemented in the region to help achieve the desired outcomes for walking set out in the Wellington Regional Land Transport Strategy.

The actions involving commitment and co-operative work amongst all stakeholders include:

- Improve the pedestrian network
- Improve pedestrian access to railway stations
- Provide for pedestrians in land development
- Encourage walking to school
- Influence central government policy
- Seek adequate funding
- Facilitate information sharing
- Promote the wider benefits of walking
- Improve information for walking
- Improve walking connections between local networks.

4.9.2 Cycling and Walking Journey Planner

Refer back to 4.8.2.

4.10 Road Safety Plan Activities

Greater Wellington oversees the implementation of Road Safety Plan activities which are detailed in **Attachment 8**.

GW hosted the “Art of Road Safety” exhibition through late September to mid October. The exhibit featured sobering photographs taken by Senior Sergeant

John Robinson, a former Canterbury district highway patrol officer, of roadside crosses and floral displays. The exhibition went to Hutt City Council after leaving GW.

5. **Communication**

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

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: Pedestrian Plan Activities**
- Attachment 8: Road Safety Plan Activities**