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Committee Regional Transport
Author Patrick Farrell Policy Advisor

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 2007 – 2016 (RLTS).

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 **30 June 2009**.

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 fourth quarter of the 2008/09 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

Key design elements are complete and construction of the “engineering mock-up” has commenced. The “engineering mock-up” is used by the production team to verify the design and confirm the structural performance.



HYUNDAI
Rotem

Exterior View

TDI TRANSPORT DESIGN
INTERNATIONAL

New EMU trains



Low floor trailer car underframe

Drivers cab structure

4.1.2 Ganz Mavag detailed condition assessment and prototype

GW has approved KiwiRail's detailed project plan and is moving to formally contract detailed design and construction of a prototype refurbished unit.

4.1.3 Additional capacity trains

All the additional capacity trains, namely, the SE train (6 carriages), the Ferrymead Unit (2 cars) and the Phoenix Unit (2 cars) are operating well, and will continue to operate on the electrified network until the new Matangi trains enter service from 2010.

4.1.4 Real time information

The request for tender for the Real Time Passenger Information system was issued 23 December 2008. Tenders closed on 20 March 2009 and have been evaluated. A preferred supplier has been selected. It is expected that a contract will be awarded in August 2009, with a pilot phase taking place from October 2009.

4.1.5 Integrated ticketing

The investigation of options for the development of GW's network-wide integrated ticketing aspirations remains low-key. This is partly due to the continued absence of any resolution to the Auckland Regional Transport Authority's tendering process (the ARTA integrated ticketing system was to serve as a blueprint for other schemes, perhaps leading to a single national payment card), as well as the lack of national level guidance from the NZ Transport Agency.

4.1.6 Bus stop and shelter maintenance

Consents for a total of 16 new shelters were confirmed from Councils for 08/09 and installations took place during the month of May 09.

4.2 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:

4.2.1 Trolley bus services

Trolley bus replacement programme

At the end of June 2009 there were 47 new generation trolley buses on the road.

Performance remains ahead of a revised delivery schedule. NZ Bus is continuing to work with Designline to ensure that delivery of the new fleet will be completed by the originally planned date of November 2009.

Overhead trolley bus wires

In June the GW Transport and Access Committee reluctantly deferred the re-introduction of weekend trolley bus services due to the high cost of providing a standby incident response team. The decision will be reviewed in 2011. The decision will have no impact on actual bus services as diesel buses will continue to replace trolley buses in the weekends.

4.2.2 Review of Kapiti bus/train connections

Evaluation of the integrated ticketing trial providing free bus travel to and 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. The KapitiPlus ticket has now been made permanent.

4.2.3 Rail station upgrades

Awarua Station is complete and five other stations have works at varying stages of completion. The weather over June has slowed progress but not yet to a point of real concern.

4.2.4 Kapiti stations

In May the NZ Transport Agency Board approved funding to upgrade Paraparaumu and Waikanae Stations, including train stabling at Waikanae. Subsequently, KiwiRail has awarded a detailed design and construction management contract.

4.2.5 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.

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 continued on foundations, above-ground structures and drainage. Track in the eastern yard is being relocated at present to make room for the third and new mainline track.

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

Earthworks continue in a variety of locations along the corridor, including areas that were pre-loaded but have now settled sufficiently. Pole foundations are starting to be installed. The works are very visible to the public.

4.3.3 Traction system upgrades

Seven substation buildings were completed and handed to the equipment contractor on 1 July. All substation equipment passed the factory acceptance tests, and the first tranche of fabricated equipment is either on the water or already in Wellington. Power control system hardware and software contracts were awarded and configuration work has started.

Overhead lines work is occurring on the Hutt Valley Line five nights a week starting at 8pm and completing at 5am. Work has also happened on Johnsonville and Glenside.

4.3.4 Signals System upgrades

Cabling and location boxes are starting to be installed. Equipment is being fabricated off-shore.

4.4 Rooding projects

The **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 strategic rooding projects include:

4.4.1 Transmission Gully (Western Corridor)

The project team continues to work on Phase 2 which involves preparing information required for the possible future lodging of regulatory consents. Tender applications for Phase 2 Engineering and Environmental Assessments, and Planning Resource & Social Impacts work have been identified and negotiations are currently underway. Input from the territorial authorities and Greater Wellington into the consenting strategy is also currently being received and the strategy is expected to be publicly available by the end of July 2009.

4.4.2 Dowse to Petone grade separation (Hutt Corridor)

Construction work is progressing to programme (50% complete). The target for completion is the first quarter of 2010.

4.4.3 Muldoon's Corner (Wairarapa Corridor)

Realignment of SH 2 at Muldoon's Corner has been brought forward and is now a committed project with special funding from the Government being made available. The preferred alignment has been selected and the design documentation completed in July 2008.

4.4.4 Basin Reserve project (Ngauranga to Wellington Airport Corridor)

The traffic model is currently being updated to allow further, more detailed testing. Following this a scoping report will be developed by September.

4.4.5 Ngauranga Triangle Study

Stage 1 consultation with key stakeholders was completed in April 2009. The draft study report is expected to be released for consultation in the next few months.

4.4.6 Safety improvements

MacKay's to Centennial Highway safety improvements

This investigation is 90% complete.

Investigation of the first section (Mackay's to Paekakariki) is complete. The consultation scheme has been revised with further consultation to follow.

Investigation for the Paekakariki to Centennial Highway section is underway (80% complete). The draft Scheme Assessment Report has been received including cost for reduced shoulder widths. Consultation will follow.

Otaihanga to Waikanae safety improvements

The investigation is 90% complete. U-turn facilities at Otaihanga Rd and Kebell Drive (both just off SH1) are being investigated, and will then be taken to consultation with affected landowners and stakeholders.

Moonshine Hill Road to Silverstream safety improvements

Design funding has been approved. Tenders have been advertised for Design and Construction supervision and close 21 July 2009.

SH2 Rimutaka Hill safety improvements

A new Crash Reduction Study report recommended a number of potential safety improvement to address some of the safety issues along the route. Some of the projects include removing passing lanes, new curve advisory signs and

chevrons and wider edgelines. Work on these minor improvements began in May and are expected to complement the new Muldoon's Corner realignment.

4.4.7 Western Link Road (Western Corridor)

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

Western Link Road Stages 1 – 3 are progressing. Stage 1 investigation is now complete. All Resource Management Act and Historic Places Trust authorities are now secured. Two private properties remain to be purchased and the NZ Transport Agency property transferral held up by legal challenge. The review of design scope is now complete and detailed design work is in progress.

Further work is needed pending decisions by the NZ Transport Agency concerning the SH1 connection with Raumati Road (Stage 1). Possibilities are arising for the construction of Stage 3 in conjunction with private development south of Raumati. However, NZ Transport Agency land is again subject to legal challenge. A Memorandum of Understanding has been drafted between Takemore Trust and Council was to be signed in October 2008 but has not yet been ratified by the Trustees.

4.5 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:

4.5.1 Community initiatives

Orientation Day for new settlers to Wellington

Winter themed public and active transport orientation day for new settlers to Wellington has been planned in partnership with Wellington City Council and Metlink.

Kapiti Sustainable Home and Garden Show

On April 4-5, for the third year, KCDC ran the Sustainable Home and Garden Show. This year was the first time GW transport officers have attended. With several major projects underway from both divisions, it was an important opportunity for GW representation.

We were partnered at the event by KCDC school travel plan staff, as well as the cycleways, walkways and bridleways staff and the strategy team responsible for the Western Link Road.

4.5.2 School Travel Plans

At present, the programme has 24 schools enrolled, exceeding the 2008-09 target of 16 regional schools. The numbers of school children exposed to sustainable travel to school initiatives through these travel plans exceeds 7,900 primary and secondary students.

Two new schools in Kapiti Coast District have signed up in the last quarter:

- Raumati South
- Paraparaumu School

Two schools on the Travel Plan programme, Redwood School in Tawa and Wilford School in Petone worked with us to pilot the new NZ Transport Agency cyclist skills training guidelines.

4.5.3 Workplace Travel Plans

To date there are almost 12,000 staff and 20,000 tertiary students from 12 organisations involved in developing and implementing workplace travel plans. Not unlike the school programme, the three year target of 12 workplace travel plans was met prior to the end of 2008-09.

4.5.4 Regional Carpool Programme

Let's Carpool, the regional carpool programme, was launched in May. The Wellington region is a leader in this area, being the first in New Zealand to offer a comprehensive carpool matching website with marketing tools and support for employers to set up workplace based carpool schemes. The programme was developed in cooperation with the NZ Transport Agency and territorial authorities.

From May to the end of June over 460 individuals and 24 businesses had registered with the programme. These businesses represent an additional 3,000 employees to those already part of the workplace travel plan programme.

4.6 Cycling Plan activities

Greater Wellington oversees the implementation of the Cycling Plan activities detailed in **Attachment 6**. This is the first report on the new Cycling Plan, adopted in December 2008. Activity progress to note is:

4.6.1 Cyclist skills training pilot

GW piloted Level One and Level Two Cyclist Skills Training for students at Redwood School in Tawa with instructors from Cog Cycling who were trained in the delivery of NZ Transport Agency's cyclist skills training programme. 34 students completed Level One and 16 completed Level Two.

43 students from Wilford School in Petone completed Level One training.

4.6.2 Cycling and Walking Journey Planner

The regional web-based cycling and walking journey planner is being finalised for implementation. The journey planner aims to facilitate and encourage cycling and walking for commuter trips and is being developed in co-operation with all local authorities. The planner provides itineraries, time and distance measurements, maps to requested destinations with features such as elevation,

weather and a calorie counter. It is expected to be launched later in the next financial year.

4.6.3 Active Transport Forum

The second meeting of the newly formatted Active Transport Forum was held on May 19. The meeting included an update from GW Public Transport staff on the status of bikes on trains, and encouragement to all attendees to give feedback. It was also an opportunity to introduce GW's new Active Transport and Road Safety Coordinator, Simon Kennett.

4.7 Walking Plan activities

Greater Wellington 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

44 schools in the Greater Wellington area have signed up to *Feet First Walk to School Every Week*. This is a new curriculum-supported resource for schools with supplementary material for parents and students. The aim is to create a culture of walking to school as an everyday activity.

4.8 Road Safety Plan activities

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

There was a Road Safety Technical Working Group meeting in June where potential areas for advocacy to Central Government were discussed. At the 23 June meeting, the Committee noted the report and instructed GW officers to prepare feedback to the Ministry of Transport for the development of the new national Road Safety Strategy to 2020.

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.*

Report prepared by:

Report approved by:

Report approved by:

Patrick Farrell
Policy Advisor

Joe Hewitt
Manager
Transport Strategy Development

Jane Davis
Divisional Manager
Transport Policy & Strategy

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