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Committee Economic Wellbeing Committee
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General Managers' Report to the Economic Wellbeing Committee 24 November 2011

1. Purpose

To inform the Committee of Greater Wellington activities relating to the Committee's areas of responsibility.

2. The decision-making process and significance

No decision is being sought in this report.

3. Catchment Management

3.1 Floodplain Management Plan Implementation

Hutt

The Boulcott/Hutt stopbank contractor is now progressing with works on the Connolly Street realignment and the low bund along Harcourt Werry Drive. By the end of October 2011 about 7000 m³ of river gravel extracted from beaches between the Transpower Substation and Kennedy Good Bridge has been used in forming the road along the new alignment. Foundation works have also commenced on the retaining wall located on the boundary of the Safeway Complex. The contractor has to work with extreme care in this reach because of the presence of a number of underground services including 33 kva and 11 kva underground power cables radiating from the Transpower sub station.

Upsizing of the Ariki Street stormwater pipe is also progressing. The new pipe from Connolly Street culvert to the stopbank has been installed. A temporary stopbank will be constructed before excavating the existing stopbank to install the new pipe under the stopbank.

Tree clearing for the low bund along Harcourt Werry Drive is now complete. Earth works will commence in late November 2011.

Greater Wellington and the golf club are currently finalising the extent of works required to complete the golf course preparatory works to allow 18 hole golf to be played when the stopbank through the main course is constructed. Tree clearing for this work has been completed and the special root zone mix sand required for Green construction has been ordered.

Otaki

Tenders have been called for the supply of about 4,000 tonnes of large rock required for erosion protection works on 3 sites along the Otaki River. Construction works are planned to commence in February 2012.

Consultation with the affected land owners on the proposed Lower Waitohu Stream works will commence in late November 2011. A joint GW/KCDC public meeting is scheduled for 30 November 2011 to discuss the stormwater and flooding proposals.

Lower Wairarapa Valley Development Work Programme

The main item in the 2011/12 capital work programme is the second stage of the Tobin Stopbank Project. Earthworks to construct the second stage are now well underway. Given the favourable progress made to date a decision has been made to continue on and complete the final stage of the stopbank prior to Christmas. Provided there is adequate grass growth over the summer period the balance of the works are proposed to be undertaken early next year. Funding will be reallocated within existing budgets. The early completion of the project provides the opportunity to sell residual property earlier than planned.

3.2 Operations Delivery Activities

Hutt River

The operations works programme is running to plan. River berm and fence line spraying to control spring growth is underway and a number of large trees, in danger of falling, have been removed from alongside the access track at Poets Park, Upper Hutt. Willow layering is underway to protect eroded bank areas and repairs have been undertaken on the river styles located at Silverstream and Totara Park. The Corrections Department Periodic Detention Team has been assisting staff with mulching around native plants behind Wellington Golf Club.

Channel shaping has commenced above Nash Street at Taita and gravel extraction is underway on the dry river beaches below Kennedy Good Bridge in conjunction with the Boulcott stopbank project.

Otaki River

Both flat mowing and reach mowing has started on the berms and stop banks to help control the spring growth and a spray round has commenced. Gravel extraction continues at Traceys. Staff have been assisting the Otaki Friends Group with site preparation for planting.

Waikanae River

Drain clearing has been undertaken at Dricon and poplar tree removal has been completed below Sunny Glen. Staff have continued to work with contractors and Periodic Detention workers to remove noxious weeds from both banks of the river. Staff have continued to assist the Waikanae Friends in their nursery and future planting activities.

Western Watercourses

After negotiations with the land owner an existing fence has been relocated behind Wall Place on the Porirua Stream to better facilitate maintenance works. Following the snow damage earlier in the year a number of large trees have been removed from Collins Stream. Blockages have also been removed from Hulls Creek and Waimeha Stream and drain tailings have been levelled alongside the Mangapouri and Rangiuru drains. Layering work is underway in the Wainuiomata River.

Wairarapa River Schemes

The last of the season's planting work has been completed. River bank erosion areas are being repaired with tree work and willow tree layering. Some beach shaping work is being carried out in areas clear of nesting birds. Rock rip-rap has been used at a number of sites for constructing new rock groynes and reinforcing existing structures. Department engineers spent a half day inspecting existing rock work in the Waiohine River and have adjusted the typical groyne design to make the groynes bigger and stronger. The Lake Onoke outlet to the sea has finally settled down to remain open now for a two month period, in contrast to the winter period when it was often blocked.

A presentation to the LWVD Scheme Committee and interested landowners was held on the 30 September to respond to questions on the process for opening Lake Onoke and the associated operation of the Barrage Gates. The presentation helped to ensure a wider understanding of the complexity of both operations. Submitters on the original consent have been invited to a meeting for a five yearly review of the gates operation.

Drainage Schemes

The annual reports for the ten gravity drainage schemes were distributed to scheme members during October and resulted in one query regarding the levels of service.

The annual reports for the five pump drainage schemes have been prepared for meetings planned in November. No significant changes to the works programmes or scheme rates are proposed for 2012/13. There has been a significant change in insurance provisions as a result of the Christchurch earthquake. As a result only partial insurance is possible and the insurance excess for the schemes has increased from \$5,000 to \$100,000 per claim. Staff will recommend the schemes consider self insurance from 1 July 2012 by establishing a scheme reserve to fund both unexpected plant failures and disasters.

River Management Resource Consents

Discussions are continuing with Consents staff regarding the conditions for the Hutt River mouth gravel extraction consent. When these are finalised they will be sent to the submitters for comment.

The application to change the conditions of the Wairarapa river management consents is close to being granted. There have been a number of discussions with the Consents staff regarding possible conditions and agreement has now been reached.

Asset Management and Planning

Progress with the SAP Asset Management Improvement Project has been reviewed against project objectives. The data management phase is nearing completion and is expected to be finalised by mid November. The next phase of the project will focus on consolidating system improvements and upskilling staff on data management and reporting. This work is required for the asset revaluation due June 2012. A further phase of the project is proposed to commence in March 2012 when business processes will be reviewed and developed.

Project Rena

Flood Protection staff have put their training into good use by supporting the Project Rena recovery operation in the Bay of Plenty. Nick Young has returned after spending eight days involved in removing oil residues from local beaches. Jeff Angus and Tony Healy have travelled to the site this week to provide further support. All the associated costs will be recovered.

Health & Safety

ACC has selected the Masterton site as the venue for the annual GW health and safety audit. The audit will take place on 24th November. GW will be aiming to at least maintain the current secondary level rating. The Senior Health & Safety Advisor, Mike Ward, is coordinating the inputs from each affected department.

3.3 Investigations, Strategy and Planning

Western Area

Waiwhetu Flood Plain Management Plan (FMP)

The Waiwhetu floodplain management plan has been under development since November 2010. This has incorporated additional modelling work to include predicted climate change effects and the modelling of several options to address the flood problem. Consultation with the Waiwhetu community on

flood management packages is proposed for the next round of community workshops.

Workshops are planned for December to enable the community to consider several option packages to manage the flood problem. Progress initiating these has been slow due to delays with the remodelling work and the complexity and variety of options available, none of which in isolation are the answer to the flood problem.

As part of the development of the Floodplain Management Plan, an Environmental Strategy document is being developed in conjunction with Hutt City Council officers and the community. This will develop guidelines for future stream plantings, amenity enhancements, sculptures, footpaths and cycle-ways.

The friends of the Waiwhetu Stream continue to grow, and the group aims to seek a mandate to represent streamside community views and opinions during a public meeting proposed on 28 November.

Climate change modelling was completed at the end of October, and incorporated Greater Wellington Regional Council's recommended rainfall intensity and sea level rise changes.

Flood maps have been produced which show the change in flood spread from the original model. As this model has been completed midway through development of a floodplain management plan, hazard information sheets will not be sent to property owners at this stage. Implementation of the floodplain management plan may alter the flood spread, and it is therefore proposed to produce a final set of hazard maps at the end of the floodplain management planning process which will include both the climate change flood hazard maps and the predicted flood hazard maps that would exist as a result of completion of the works package directed by the floodplain management plan.

Wainuiomata Flood Hazard Maps

An update of the hydraulic modelling for the Wainuiomata River flood hazard has been carried out, and a modelling report produced. The hydraulic modelling included an updated hydrological analysis using the 13 years of extra data available (since the 1998 analysis used in the original model) and the model was calibrated and refined using data that was collected from the 2004 flood event.

Based on the results of comparison of the calibration runs and the comparison of the aerial photos with the flood spread, staff have a high level of confidence that the model is producing results with a reasonable level of accuracy for the production of flood hazard maps.

A presentation showing the results of the hydraulic modelling report will be given to the Hutt Valley flood Management Subcommittee at the meeting on 1 December 2011.

Pinehaven Flood Hazard Assessment (FMP)

In conjunction with Upper Hutt City Council (UHCC) a flood hazard assessment of the Pinehaven Stream was carried out in the 2009/2010 financial year which investigated the flood and erosion hazard in the Pinehaven Catchment. Consultation was carried out with the public and updated flood maps and erosion hazard zones were produced for the catchment. All affected residents and landowners were contacted with information sheets informing them of the updated hazard information in the area - Phase 1 of the FMP development process.

In November 2010, SKM were commissioned to assist in Phase 2 of the project which is the Options Investigation stage of the project.

An inception meeting involving key office and field staff from UHCC, Capacity, Greater Wellington Regional Council (GWRC) and SKM was carried out in December 2010. A range of issues in the catchment and potential solutions to the problems were discussed and the most appropriate way forward for the project was agreed upon.

SKM have now investigated a large number of options in the catchment and have summarised their investigations into options including a 10 year in channel, 25 year in channel with 100 year overflow paths, do minimum option and onsite storage options.

A report of their work to date (findings and recommendations) was discussed in a meeting with GWRC staff in late September. A de-briefing meeting was held at the beginning of October with our partner UHCC on the outcome of Phase 2 and a consultation strategy for Phase 3 was agreed in principal.

Currently a brief is being drafted for the appointment of SKM to commence Phase 3 of the development of the FMP. This includes but is not limited to the following:

- Development of evaluation criteria to compare the options benefits, costs and risks.
- Complete a risk assessment on each of the options. To date a preliminary risk assessment has been undertaken.
- Finalise the costs and utilise the flood damage assessment tool to quantify the financial benefits of the options.
- Option confirmation and consultation strategy

Porirua Flood Hazard Maps

Draft Flood Hazard Maps have been completed. The following tasks on the work programme are now being actioned to finalise the Flood Hazard maps:

- Completion of the hydraulic model analysis with incorporation of the updated design parameters and the subsequent calibration

- Completion of the hydraulic design report
- Undertaking a peer review of the flood modelling and finalising of the maps

Following the completion of the above tasks a formal process will commence to 'hand-over' the flood hazard maps to Porirua City Council.

Completion of the above tasks is scheduled for June 2012.

Wairarapa

Waiohine Floodplain Management Plan (FMP)

Work on the Waiohine FMP is progressing with the selection of combinations of options and evaluation criteria to be presented to the Waiohine FMP advisory committee this month.

The committee will be given the opportunity to endorse the combination of options to be taken to the public for consultation. The advisory committee would like to be able to make a final recommendation on combinations of options by the end of February 2012.

Waingawa River Scheme Review (FMP)

Following the first workshop on the status of the Waingawa River Scheme Review it has been decided to expand the scope to align with the departments overall Floodplain Management Planning (FMP) approach.

A key driver in the need to expand the scope has been the upcoming renewal of resource consents for the scheme.

As part of an agreement with major stakeholders with an interest in the management of the scheme it was agreed that a more comprehensive approach was required than has been used in the past. This agreement will also affect the other rivers in the Wairarapa but the Waingawa is the first to change as its global consent comes up for renewal in 2013.

A second workshop highlighted the issues and possible options which are to be incorporated in the next stage. A meeting is scheduled at the beginning of December with the Scheme Committee to inform and discuss the way forward, e.g. options and set-up of the committee.

Tawaha Catchment Diversion (Whakawiriwiri Stream)

The project to formalise the diversion of drainage from the Tawaha floodway and mitigating the effects by upgrading the drainage efficiency of the Whakawiriwiri Stream is progressing. Consultants have been appointed to lead the work on AEE assessments, landownership agreements and survey works.

Survey works have been completed and the hydraulic modelling analysis of the stream is ongoing as is the design of the hydraulic structures and the channel

design shape. Initial consultation with the effected landowners will be held during the first half of December 2011.

It is anticipated that a limited notified resource consent application will be lodged by the end of January / beginning of February 2012 and limited construction to commence by June 2012. This timetable will be dependant on whether any appeals are lodged on the consent.

Flood Hazard Advisory Services

Staff continue to receive numerous requests for flood hazard advice across the region from the public, local authorities, and internal departments on general enquiries and resource consent applications to GW.

Staff have continued to work with the Alliance on the McKay's to Peka Peka RONS project and NZTA consultants on the Peka Peka to Otaki project and TG.

The quantity of requests are much higher than anticipated. This is having an effect on progressing other investigations and projects.

Other Investigations

Other investigations include:

- Scoping Study for: "Wellington Region – Climate Change Impacts on Floods and Erosion" which entails the following stages;
 - Review of the existing hydrological and hydraulic modelling status and information
 - Scoping what impacts may be assessed from the existing information
 - Scoping what information is required to 'adequately' assess impacts and risks

The Scoping Study is to be completed by the end of 2011/12.

- Waikanae River Sedimentation Processes Study. The study is anticipated to be completed before the end of this financial year.

4. Public Transport

4.1 Petition

At the last meeting of the Committee Cr Wilson presented a petition from Kara Lipski and 378 others seeking additional space for bicycles on trains.

The petition asked for a timetable that provides for a mixed use of GanzMavag and Matangi units on all lines so that some service for cycling train commuters is available. Greater Wellington's recently adopted "Policy for the carriage of cycles on trains" does provide for two morning and two evening services on both the Kapiti and Hutt lines to be provided by GanzMavag units so that there is an ability to transport bikes during peak times on these lines. A similar arrangement is not possible with the Johnsonville line which will be served only by Matangi units in the future.

A variety of storage options were considered in the design phase of the new Matangi trains and were tested as part of the mock up process. There is a specific area of each unit designed to take cycles, but the policy provides that this space not be used for cycle storage during peak times.

The new policy was adopted after consultation with cyclists and other train users and provides a balanced approach between the needs of both groups.

Folding bikes can be carried on all services at all times, and cycle parking is available at most stations. Greater Wellington has a current promotion offering a discount on the purchase of folding bikes <http://www.gw.govt.nz/folding-bikes/>.

It is not recommended that the policy be revisited at this time.

4.2 Public transport operations

4.2.1 Bus services

A report using real time information has been developed to check actual bus running times against the timetable. The report is being tested on a revised timetable for Route 10 by 'virtually' testing the revised timetable against the actual operation of the buses. In other words we can see how the buses would be performing against the new timetable based on the real time data. At the time of writing about one more week of data is required in order that a well informed decision can be made on potential timetable changes. Note any changes to timetables will be on timings only, as route and frequency changes are being considered within the Wellington City Bus Review.

This is an example of how the real time information can be used to improve the reliability of bus services by ensuring that the timetable reflects actual running times to the extent possible.

4.2.2 Total Mobility (TM)

Greater Wellington officers have been reviewing how the supported user scheme is being used and whether or not a change in administration is appropriate. A trial of use of smartcards commenced with one member organisation in October 2011. This has now been extended to a number of member organisations in order to see whether a change from paper vouchers to smartcards will work. We are and will continue to work closely with these organisations in the trial, to ensure the best chance of success.

Officers also intend to use the findings of this review to inform a detailed policy in respect to access to and administration of the Total Mobility scheme. The purpose of the policy is to ensure clarity and consistency, including consistency with New Zealand Transport Agency (NZTA) guidelines. Underpinning any policy will be the understanding that primarily, the Total Mobility scheme is there for clients first and foremost.

4.2.3 Rugby World Cup

It is pleasing to report that regular and additional bus and train services were delivered successfully during the Rugby World Cup.

The only unplanned event was the closure of Courtenay Place following the final game which had a significant effect on bus services which were diverted along an alternative un-advertised route. However bus operators and Metlink staff ensured that services continued to run and that the public were informed as such was feasible due to the short notice of the closure.

4.3 Major projects

4.3.1 Real Time Information

(a) Street display installations

Over ninety display signs are live, including a number in the Hutt Valley. The installation programme continues with the remaining Wellington urban area sites that were delayed by the embargo on street works associated with the Rugby World Cup, and progress continues on preparatory civil and electrical works in the Hutt Valley and northern suburbs.

The CBD 'totem' display installation programme remains on hold, pending the outcome of the Wellington City Council pedestrian safety review, which is due in December. The possibility of installing some totems, in amended locations on sites that are agreed as having no pedestrian safety implications, has been investigated. However, it has been decided to await the formal outcome of the review, at which point an informed decision can be made and a consistent and suitable solution pursued. A possible outcome is a recommendation for relocation of the Manners Street totem.

A third party-funded display screen has been installed in the indoor sports arena in Kilbirnie, providing RTI for the two adjacent bus stops. Further similar screens are planned at the nearby Aquatic centre, and at Wellington airport.

(b) Operator roll-out

The percentage of RTI-tracked Go Wellington services is now consistently at the expected level. This follows concerted joint input into the resolution of a combination of bus faults, optimisations of operational practice in specific locations, and the development of processes to detect, report and resolve any issues compromising the performance of the system. Feedback from members of the public continues to be fully utilised in investigating and resolving some location-specific RTI issues.

Following the Airport Flyer, a selection of Valley Flyer services are also now live with RTI, with the remainder continuing to be monitored in the test environment while a number of operational data issues are resolved. The introduction of RTI has had the effect of exposing often longstanding data duplications or inaccuracies, which in many cases have gone unnoticed despite their effect on existing schedules or systems. Their resolution enables RTI to perform at its optimum level as well as leading to more accurate performance management and reporting benefits for the operator and for Greater Wellington.

Buses based at the Newlands depot of Mana Newlands have been prepared for RTI. The technical solution is different to that of the other operators, due to different ticketing equipment, but is currently under test with the prepared operational data. Newlands routes will feature on display signs already installed in the Wellington urban area, before displays in the main Mana Newlands operating areas are installed.

Usage of the Live Departures RTI feature on the Metlink website continues to grow, as it does for the mobile Metlink website. Unreliability experienced with the RTI feed to the website has been resolved.

4.4 Regional Public Transport Plan

The Wellington Regional Public Transport Plan 2011-2021 was adopted by Council on 1 November. The Public Transport Management Act 2008 details a statutory time of 20 days to make the Plan available to parties detailed in the Act, and a timeline to achieve this has been set and the printing process is underway. Individual response letters will also be drafted to submitters to be signed by the Chair of the Economic Wellbeing Committee.

4.5 Service changes

4.5.1 Porirua East school services

The cancellation of a return school trip from Ascot Park to Brandon Intermediate, as well as a morning school trip to Aotea College have been agreed with the schools. A comprehensive communication process with these schools was undertaken to ensure they had full knowledge and input into the process. The Brandon services are used by only one student and the Aotea students have access to a commercially operated school bus which travels the same route and has sufficient capacity to carry them.

In addition to these cancellations Officers have had meetings with both Mana College and Bishop Viard College to discuss the manner of the cancellation of school services to Titahi Bay, and are attending a public meeting with the parents of affected students at Bishop Viard College shortly.

4.5.2 Route 271 Lindale

Whitireia Polytechnic Campus at Lindale is closing at the end this current term and relocating to new premises off Kapiti Road in Paraparaumu.

At present Greater Wellington contracts a Route 271 service to the Lindale campus which consists of one return trip in the morning and one return trip in the afternoon, the cost of this service is circa \$43k p.a. As a result of the relocation of the campus it is our intention to cancel this service at the end of the final term (18 November).

Feedback has been sought from the operator for patronage on this service, they have confirmed our view that this service is poorly used and the closure of the Lindale Campus will render the service uneconomical to continue.

Kapiti Coast District Council (KCDC) are relocating some of their non-customer facing operations to the old Lindale campus building from early December whilst their current premises are refurbished over a 12 month period. We have informed KCDC of the planned cancellation of the Route 271 service to ensure they are aware that there will be no Greater Wellington contracted services to their temporary base, thus giving them the opportunity to source a commercial alternative should they wish.

The new site for Whitireia Polytechnic Campus on Kapiti Road in Paraparaumu is well serviced by our current routes 260, 261 and 262.

4.6 Taxi fare

Greater Wellington currently operates Taxi Fare schemes in the Western Hills of the Hutt Valley and the Leinster Avenue area of Kapiti. We have commenced a review of these schemes in light of the new provisions on such schemes in the recently adopted Regional Public Transport Plan. The review will look at the operation of the current schemes and operational policy.

4.7 Christmas rail timetables

The Christmas rail timetable has now been finalised with KiwiRail and we are awaiting confirmation of their operational plans.

4.8 Petone rail traffic lights

Hutt City Council (HCC) informed Greater Wellington of a non-notified resource consent to remove the traffic island and install traffic lights at the Petone Rail junction due to a supermarket development. This would have an adverse affect on the bus routes and the concept of an integrated network. We are currently working with HCC on alternatives around traffic light phasing to enable no change to bus operations and the integrated network.

4.9 Bus shelters

A trial of a new perforate polycarb option in bus shelters will commence shortly. The polycarb option is being considered as an alternative solution in areas where a higher level of weather protection is required than the current perforated panels can provide.

Basic mock-up models and early testing for wind protection, spray paint, and tag tests have been conducted. Full size prototypes for two key graffiti hotspot locations are currently being developed.



Example of a Metlink shelter with the sandwiched perforate polycarb option

4.10 Matangi

At 18 November 2011, 42 Matangi cars (21 2-car units) have been approved for service. This means we are nearing the point where half of the Matangi fleet is commissioned and approved for service. We already have 52% of the fleet delivered to Wellington.

As the Matangi run more service kilometres the reliability figures improve as we shake out minor issues and adjustments.

By the end of November the driver situation will mean that a larger number of Matangi should be used in regular service every week day.

Six further cars are expected to be delivered at the end of November which will bring the total in Wellington to 56 (28 2-car units, 58% of the fleet).



An 8-car (4 x 2-car units) Matangi train navigates the single track section at North-South Junction on the Kapiti Line. Photo courtesy of Michael Kilgour

4.11 Ganz Mavag refurbishment

After initial service runs the prototype refurbished Ganz Mavag is now undergoing several modifications to further optimise a number of the overhauled systems. While the ongoing delays are frustrating the purpose of the prototype process is to resolve issues and test the reliability of the modifications on one vehicle, before embarking on a fleet wide upgrade.

In the meantime we are working with KiwiRail to determine the optimum cost and production structure for expediting the fleet wide refurbishment assuming satisfactory production costs and prototype performance.

KiwiRail's current projections have the prototype report with Greater Wellington in March 2012, and major programme start in July 2012. We are exploring opportunities to commence some reliability improvements prior to these timeframes.

4.12 Naenae Station

Work on planning the works for alterations to Naenae station have begun. The project consultant is engaging an architect to develop the new shelter layout for the station incorporating as many features of the old building as possible. Some construction work is planned for the Christmas block of line with the bulk of the work being carried out during normal operations including a short closure of the station. All construction works are expected to be complete by mid May 2012.

4.13 Tawa

Greater Wellington is looking to use the line closure over the Christmas period to begin essential works on the roof at Tawa Station. A full condition assessment of the roof and inner loft space is being made to estimate the extent of work required. Consideration is also being given to the exterior of the building to prevent further weather damage.

4.14 Kenepuru

Greater Wellington continues to work with KiwiRail and the appointed consultant for the design and works to repair the platform at Kenepuru Station. It is proposed to carry out the construction works on the platform during the Christmas line closure. The station is expected to be reopened following the Christmas closure.

5. Recommendations

That the Committee:

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

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