

Report 15.582
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Committee Regional Transport Committee
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Progress report on projects in the Regional Land Transport Plan 2015

1. Purpose

To update the Committee on the current status and progress in relation to the large new projects included and prioritised in the Regional Land Transport Plan 2015 and any other progress of note.

2. Background

The Regional Land Transport Plan 2015 (RLTP) is a statutory document developed under the Land Transport Management Act 2003. It sets out the policy framework for development of the region's transport network over the next 10-30 years. The RLTP also contains all the land transport activities proposed to be undertaken over 6 financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZ Transport Agency and 'Approved Organisations' (including the eight territorial authorities and Greater Wellington Regional Council – GWRC).

3. Monitoring the RLTP

A description of how monitoring will be undertaken to assess implementation of the RLTP is set out in Appendix A of the plan. The key monitoring elements are:

- Projects – a half yearly report on the status of significant projects and other projects of regional interest
- Outcomes/targets – an annual report on progress against outcomes and targets (full report every three years, summary report in intervening years)

This report fulfils the first of the two monitoring elements above and focuses on project progress over the past 6 months.

4. Comment

The progress detailed in sections 4.4 to 4.6 of this report is for projects and activities due to commence in 2015/16. These updates have been provided by officers from Councils and the NZ Transport Agency.

4.1 Recent events

Over the past 6 months, notable highlights in relation to the regional transport issues, projects, planning and funding include:

- Publication of the National Land Transport Programme on 1 July 2015. This provided information on the likelihood of projects within the Wellington RLTP receiving funding from the National Land Transport Fund (NLTF) over the first three years of the RLTP programme.
- The three partner agencies (GWRC, NZ Transport Agency and Wellington City Council – 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.
- A Seaward option was announced as the preferred for Ngauranga to Petone shared path, which forms a key section of the Wellington to Hutt Valley Walking Cycling and Resilience Project. It will not only provide a safer, easier link for cyclists and pedestrians between Wellington and Hutt Valley, but will also help to protect the road and rail network by acting as a ‘buffer’ in natural events such as storms. The seaward preference is based on community and stakeholder feedback.
- The preferred option for the Petone to Grenada Road announced following extensive analysis and community consultation. It provides a four-lane route between Petone and Tawa via the Horokiwi Crest plus extra crawler lanes on the Petone side of the hill. This option focuses on managing future traffic growth within the existing SH1 corridor north of Tawa, with an option for a ‘managed motorway’ (or a similar approach) should traffic growth require it. The Petone to Grenada Road is anticipated to improve economic growth, road safety, and make it easier and less time consuming for people to get around.

4.2 Variations to the RLTP 2015

Over the past 6 months, the following variation to the RLTP has been received:

- Sealing and widening of the Hutt River Trail.

This variation is being considered at this meeting in Report 15.577.

Subsequent to RTC, a report detailing this variation request will be presented to the Greater Wellington Regional Council on 9 December 2015 for their approval prior to requesting the NZ Transport Agency to consider including this new project in the National Land Transport Programme.

4.3 Project and activity category types

The updates on the projects and activities in following sections are organised by their categorisation in the RLTP programme for 2015 to 2021. These categories are:

- Non prioritised – new projects and activities that cost less than \$5 million
- Committed – projects and activities continuing on from the 2012-15 funding period
- Significant – projects and activities that cost more than \$5 million and need to be prioritised against the RLTP strategic objectives.

4.4 Progress in relation to non-prioritised programmes/activities

Over the past 6 months, the following notable progress has been made in relation to non-significant activities in the RLTP programme.

Activity type	Progress comments
LED lighting programmes	Initial phases are underway in some local council areas. Other areas have this activity programmed to begin in upcoming years.
Road safety promotion	<p>A number of media and awareness campaigns have been undertaken by each of the Councils and NZ Transport Agency.</p> <p>This work is generally coordinated amongst the Councils and the NZ Transport Agency to address key safety risks. In the region these risks are: speed, alcohol, young drivers, motorcycles, intersections, cycles and pedestrians.</p> <p>Some Councils have done work in other areas, such as targeting fatigue and older drivers as well.</p>
Local minor roading projects	<p>Minor improvement and safety works across the region continues and includes:</p> <ul style="list-style-type: none"> • intersection and roundabout improvements • traffic calming measures • traffic light changes • pavement renewals • pedestrian crossing improvements • improved pedestrian/cycleway facilities. <p>Investigation and design work also continues. One project in UHCC has been brought forward to coincide with KiwiRail upgrades.</p>
Walking and cycling projects	<p>Several projects in the region are working their way through the business case process – ie. Beltway Cycling Project (HCC), CWB Network Upgrade (KCDC), Te Ara Tawa (PCC), Western Lake Road (SWDC). One is currently under construction in Island Bay (WCC). Some of these projects have been approved for funding from the Urban Cycle Fund.</p> <p>Other work involves information events, guides and planning updates.</p>

Minor public transport improvements	<p>Progress continues as planned in relation to:</p> <ul style="list-style-type: none"> • bus shelter improvement • bus shelter relocations • park and ride extensions at Waikanae and Paraparaumu • replacement of Upper Hutt Railway Station. <p>Other projects include Johnsonville Rail Line timetable changes and bus service reviews in Kapiti and Wairarapa.</p>
Travel demand management programmes	<p>Work focuses on outreach to schools to implement travel plans, cycle skills training programmes and upgrades to school crossing electronic signs.</p> <p>Other work includes preparation for Active a2b and other campaigns, as well as upgrades to the Lets Carpool software.</p>
Resilience	<p>Several resilience projects have been completed or are in progress in the Wellington City area. Culvert remedial work and cliff stabilisation geotechnical investigations are also ongoing in South Wairarapa.</p>

4.5 Progress update on large 'committed' projects in the region

The 'committed' projects category consists of those activities that began within the previous RLTP programme and have continued on into this current RLTP timeframe.

The table below summaries the larger and more significant committed activities and the progress of these to date.

Committed projects	Update Commentary
Matangi2	<p>38 of 70 Matangi2 cars have been shipped, and 26 cars (13 x 2-car units) are in service.</p> <p>Within budget and on track for final delivery in June 2016.</p>
Real Time Information	<p>RTI system is in operation. Ongoing activities to improve the accuracy and the availability of the information provided to customers are on budget. This includes availability of bus and train tracking on the Metlink website and the Metlink app.</p>
Transmission Gully	<p>Construction is progressing as programmed. No change in Planned Service Commencement Date.</p>
Ngauranga to Aotea Quay: Active Traffic Management	<p>Construction is progressing as programmed. Gantry installation on the Wellington Urban Motorway progressing.</p> <p>On-going demolition of old gravel-filled barrier, construction of new central median barrier, and development of ITS for the project.</p>

Kapiti Expressway – MacKays to Peka Peka	Commencement of pavement works in completed earthworks sectors. Paraparaumu Railway Station Carpark completed. Practical completion for SH1 Otaihanga Roundabout.
SH2/58 Intersection Improvements – grade separated	“Design & construct” contract awarded Consent and design deliverables are being progressed as programmed. Community engagement on the project and construction timeframes has gone well.
SH2 Rimutaka Guardrails	Separable Portion 1 – final construction information and site walkover required for practical completion. Separable Portion 2 – designed, construction due to start in March 2016 (risk around traffic impact cause for delay) Once completed the entire section of SH2 over the Rimutaka Hill will have road safety barrier installed on the drop-off side of the road.
Transmission Gully link roads	Design has been underway and is nearing completion. Outline plan is to be submitted when design is complete. Construction is towards the end of the Transmission Gully main line construction period with completion at the same time as the main line of Transmission Gully.

4.6 Progress update on large new (significant) activities in the RLTP

Progress on the new RLTP significant activities has been reported by the lead organisation for each project. An overall progress indicator (colour) has been assigned to each project. The coloured progress indicators are primarily determined by the relevant lead organisation for the project but are then confirmed with the report author and the region’s transport advisory group (TAG).

Green = progressing well, consistent with anticipated timing, funding certainty, no major barriers.

Orange = progressing, but slower than anticipated timing, some funding uncertainty, some issues/barriers identified.

Red = not progressing as planned, project has largely stalled, funding not included in NLTP or unlikely for other reasons (e.g. local share), major issue/barrier identified.

Of the 20 significant activities prioritised in the RLTP, 13 are currently underway during this reporting period – 1 July to 31 December 2015. 11 of these activities are progressing on schedule (**Green**). Of the two remaining projects one has been assessed by the project owners as status **Orange** (minor

delays) and the other project as **Red** (significant delays). Details of these two projects are given below.

Indicator	Project	Comment
●	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements	Pre-implementation and implementation works are on hold pending the completion of the SH2 Ngauranga to Te Marua Programme Business Case to ensure the network fit of proposed safety improvements
●	Wellington Integrated Fares and Ticketing 2015-18	Investigation phase and business case process on hold. Working through with NZ Transport Agency on the national ticketing approach

Appendix A (**attachment 1**) of this report provides more detailed information on the status of all the significant projects included in the RLTP. It includes a summary of the project stage, NLTP funding status, and comments on any project milestones, barriers or issues over the past 6 months that may be positively or negatively affecting a project's progress.

5. Emerging issues and opportunities

There are opportunities to use part of the excess fill created by the Petone to Grenada Road to assist implementation of the Wellington to Hutt Valley Cycleway, through reclamation of the land along the harbour foreshore between Ngauranga and Petone as the platform for the proposed cycleway/walkway.

As detailed in Section 4.1 there is a significant increase in the scope of work following the High Court decision on the Basin Reserve. This is now being considered in a wider multi-modal context as part of a Ngauranga to Airport workstream. This will require increased resourcing over the next 12-18 months.

There is an expectation that there will be more requests for variations to the RLTP. One potential future variation has already been raised by Kapiti Coast District Council, involving resolving safety concerns on the Kapiti Expressway link roads (for example Raumati Road). Further investigations are currently taking place and should a variation be necessary this will be reported to RTC at a future meeting.

6. The decision-making process and significance

No decision is being sought in this report.

This report provides an update on projects included in the Regional Land Transport Plan 2015 and is for information only.

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.*

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Attachment One: Appendix A: Update on large new projects in the RLTP 2015