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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 March 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 third quarter of the 2008/09 financial year.

4.1 Passenger Transport Projects

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

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

Key design stages are nearing completion and construction of some physical parts for testing has commenced. The vehicle mock-up has been signed off by Barrier Free NZ and the Rail and Maritime Transport Union (RMTU). This is a key milestone within the design and construction phase of the project and both groups were complimentary of the process and depth of consultation.

The Type Approval has been received from NZTA. This is the first formal part of the vehicle acceptance and safety case approval process. The next formal submission will occur when the first vehicles arrive in Wellington in mid 2010.

4.1.2 Ganz Mavag Detailed Condition Assessment and Prototype

KiwiRail is developing the Project Plan for GW's review.

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 on schedule on 23 December. Tenders closed on 20 March 2009. Tenders are currently being evaluated, and it is expected that a contract award will occur in June 2009, with a pilot phase taking place late in 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 NZTA.

4.1.6 Bus stop and shelter maintenance

Consents for new shelters have been confirmed from Councils for 08/09 shelter locations and installation should take place early 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 March quarter:

4.2.1 Trolley bus services

Trolley bus replacement programme

As at the end of March 2009 there were 37 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, performance is currently ahead of the revised schedule. 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.

4.2.2 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 was extended until April 2009.

4.2.3 Rail Station Upgrades

Awarua Station is complete and five other stations have works at varying stages of completion.

4.2.4 Kapiti Stations

Following a series of meetings with regional and local body politicians, senior officers, NZTA representatives and community members to discuss the upgrade of Waikanae Station, it has been advised by KCDC officers that KCDC will support the funding application. The funding application will cover Paraparaumu and Waikanae station upgrades and improvements to Western Line stabling arrangements. The Concept Design report was prepared to support a funding application to the NZTA Board meeting in May.

4.2.5 Regional Rail Plan

The final draft of Wellington Regional Rail Plan (RPP) has been approved. A copy of the document will now be sent to the Ministry of Transport, KiwiRail, NZTA and the Treasury. A copy will also be available for download from the GW website. Further actions with the RRP 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 the March quarter were:

4.3.1 Kaiwharawhara Throat (Wellington Station Entry)

Work continued on foundations and above-ground structures. 40 metres of track formation and turnouts were installed. Davis St overbridge was demolished and wires were transferred on to new structures.

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

Preload works were 70% complete and earthworks have started in a variety of locations along the corridor. The works are very visible to the public.

4.3.3 Johnsonville tunnels upgrades

The tunnel and loop works were completed over the Christmas break. Current information on the new Matangi trains suggests that stage 3 works planned in the tunnels may not be necessary, or much reduced from that originally planned for.

4.4 Roothing Projects

The **New Zealand Transport Agency** (formerly Transit New Zealand) 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 roading projects led by the NZTA includes:

4.4.1 Kapiti State Highway Strategic Study (Western Corridor)

Modelling is currently being undertaken. Following internal review, NZTA will submit the strategy to the Board so that public consultation can begin in September.

The programme is however subject to change as a result of the recent Ministerial announcement of the Airport to Levin “Road of National Significance”. NZTA is currently assessing the impact of this on the scope of work and the programme.

4.4.2 Waikanae Transport Interchange (Western Corridor)

The Scheme Assessment is currently underway. Public consultation on the draft SAR is expected to begin in August.

4.4.3 Basin Reserve Project (Ngauranga to Wellington Airport Corridor)

The traffic model is currently being updated to allow further, more detailed testing. An Options Assessment report is expected to be available in July.

4.4.4 Ngauranga Triangle Study

Stage 1 consultation with key stakeholders was recently completed. NZTA is expecting to be able to release a draft report for public consultation in July.

4.4.5 Dowse to Petone Grade Separation (Hutt Corridor)

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

4.4.6 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 continues.

4.4.7 Melling/Kennedy Good Investigations (Hutt Corridor)

Funding for this project was approved in February. Announcement of the Scheme Assessment Report (SAR) tender will occur once the Basin Reserve SAR is complete.

4.4.8 SH2 Hutt Strategic Study and SH58 Study (Hutt and Western Corridor)

The traffic assessments for these studies are now complete. A consultant has been appointed to complete the reports.

4.4.9 Safety Investigations (Western Corridor)

MacKay's to Centennial Highway safety improvements

This investigation is 80% complete.

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

Investigation for the Paekakariki to Centennial Highway section is underway (70% complete). The draft preliminary report has been received. Costs will be reviewed allowing for reduced shoulder widths. Consultation will follow.

Otaihanga to Waikanae safety improvements

The investigation is 70% complete. The draft SAR is due in May 2009. Work on "U-turn" facilities at Otaihanga Road and Kebbell Drive continues and results will be taken to consultation with stakeholders.

Moonshine Hill Road to Silverstream safety improvements

The SAR has been delivered. Construction will proceed as one large project. Designation and land acquisition issues are being dealt with.

4.4.10 Transmission Gully (Western Corridor)

The project team is currently working on Phase 2 which involves preparing the information required for relevant regulatory consents. This phase is expected to take up to early 2010 to complete and includes:

- preparation of a consenting strategy,
- calling for tenders for Engineering & Environmental Assessments as well as Planning Resource & Social Impacts work,
- undertaking of such work, and
- consultation with identified stakeholders on technical issues.

Other work in the latter stage of Phase 2 will include geotechnical work on the link roads as well as relocation of services.

4.4.11 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 on the footprint of intersections has been completed and approved by Council as a basis for ongoing design work.

Designations have been obtained and work on Stage 1 resource consents is continuing with three of four consents approved. The remaining set is awaiting a decision. A pre-hearing meeting resolved a way forward without the need for a hearing. Property purchase is proceeding as the NZTA has approved a funding application for advanced land purchase – two 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. New possibilities for construction of Stage 2 in conjunction with private development north of Waikanae have come up. A paper has been accepted by KCDC to support realigning the road through this development in principle, but a designation would need to be obtained.

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

A public transport orientation day for new settlers to Wellington was held in February. This successful initiative was a partnership with Wellington City Council, Metlink, Greater Wellington Parks and Forests and Greater Wellington's Transport Policy Implementation. The day featured points of interest on bus routes and had a significant active transport component.

Walk2Work Day March 18

Greater Wellington supported the Walk2Work day at Frank Kitts Park organised by Living Streets Aotearoa.

Creekfest 21 March Cannons Creek, Porirua

Transport Policy and Strategy Implementation, in conjunction with the Public Transport Division had a popular presence at the Creekfest, a health and well-being focussed event at Cannons Creek attended by 30,000 people. The Public Transport division used the event to launch the Porirua Bus Review and Transport Policy Implementation promoted the new carpooling programme, ran a sustainable transport challenge to the event, gave out information about *Feet First* Walk to School Every Week, cycling maps and also featured Jack the school travel plan mascot.

Victoria University Masters Thesis

The personalised transport planning initiative undertaken by Masters student Claire Pascoe in Island Bay generated some positive outcomes in spite of significant influencing external factors. During the course of the study, petrol prices dropped by 40% and participants who had the opportunity to try out the

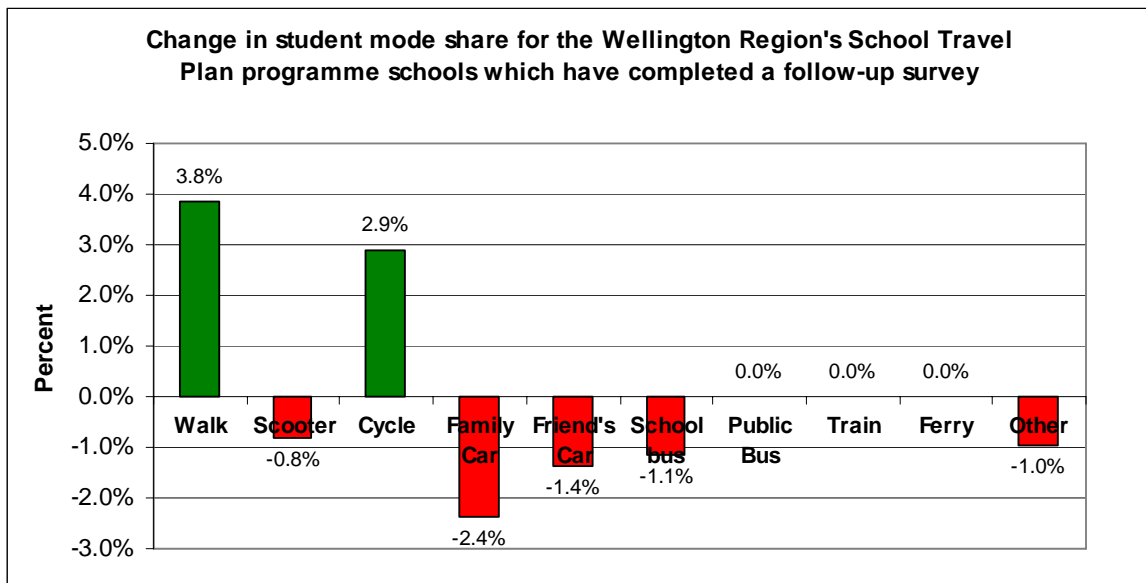
buses for free, found the drivers were on strike. The study period July - November was constrained by the academic calendar. This meant that one long trip could significantly skew the participant's odometer readings. In spite of these setbacks, 10% of the participants achieved on average a 15% reduction in kilometres travelled.

4.5.2 School Travel Plans

The Wellington Region's School Travel Plan programme has 22 schools presently engaged in the travel plan process. Collectively these schools have 7,500 students.

At travel plan schools, changes in the students' modes of travel are tracked through a week long survey in which teacher's record how students travel to school. Follow-up surveys are repeated yearly.

To date four schools have completed a follow-up student mode survey.



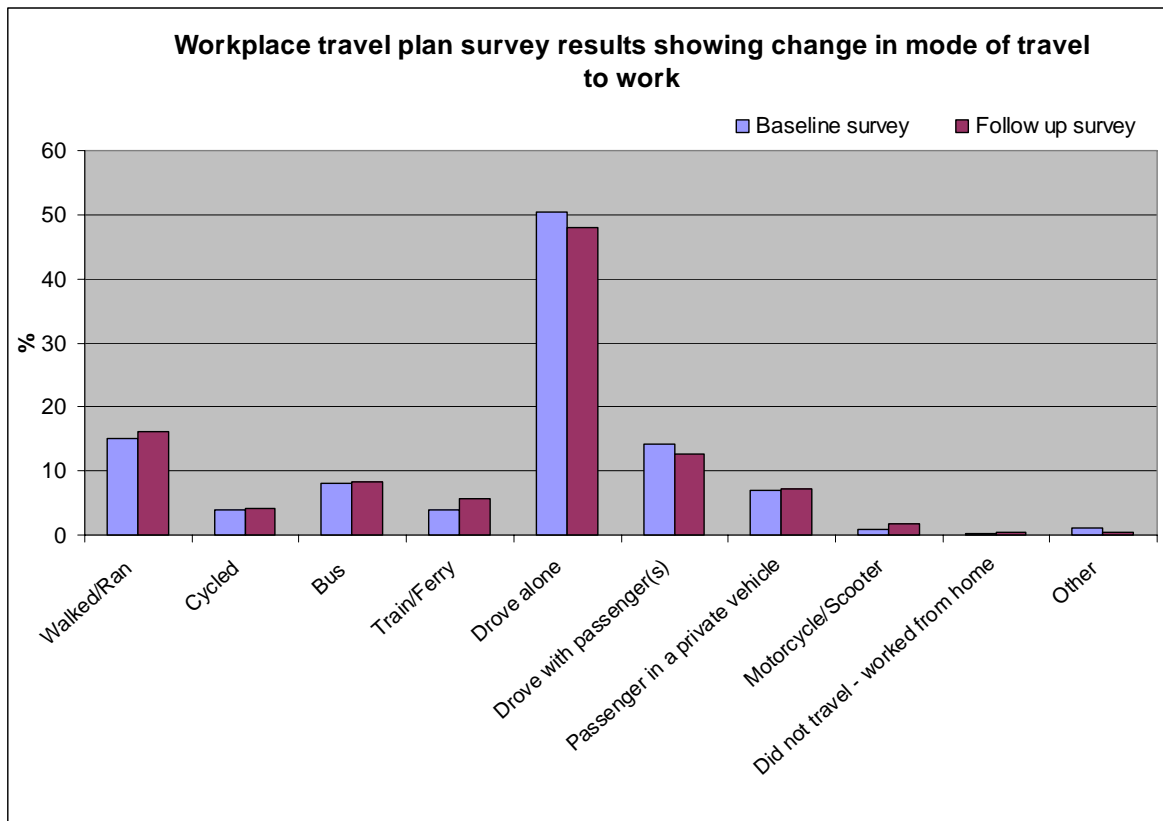
The KCDC's school travel plan coordinator, who was employed at the end of 2008, has signed two new schools to the programme and reinitiated active support for Kapiti's three other travel plan schools. The Hutt City's school travel plan coordinator launched two new travel plans in the first term of this year and is carrying out evaluation surveys in two other schools.

The Wellington Region's School Travel Plan programme mascot kākā, Jack, has appeared in the Hutt News, Active Download newsletter to all schools, visited four schools and attended the Creekfest Porirua community festival to promote the programme. The kākā is popular with children and provides a great way to boost students' interest in active and sustainable travel.

4.5.3 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. Analysis of follow up surveys was completed with the results below.



The graph above shows the baseline and follow up survey results of all the workplace that have completed follow up surveys to date. These are Capital and Coast District Health Board, Greater Wellington, HCC, MfE, NIWA and Shell New Zealand.

The total number of employees at these six organisations is over 5000 and the results show an overall 4% decrease in driving to work.

Development of a regional carpool programme progressed significantly with technical work being advanced to final testing stages. Marketing resources, guidelines, prize sponsorship and website content were all completed in this quarter. 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.

4.6 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

One of the school travel plan schools, Redwood School in Tawa, has piloted Level 1 cyclist skills training following the new NZTA guidelines with 36 senior students. GW ran this course through local company, Cog Cycling.

4.6.2 Cycling and Walking Journey Planner

Development and implementation is underway for a web-based cycling and walking journey planner which aims to provide information to facilitate and encourage cycling and walking for commutes and short trips.

The Journey Planner is being developed in co-operation with local authorities and includes itineraries, time/distance measurements and maps to requested destinations. It features routing capabilities, information on elevation, weather and a calorie counter. The project is expected to be launched at the end of May 2009.

4.6.3 Active Transport Forums

The first meeting of the newly formatted Active Transport Forum was held on February 26. Improvements included pre-prepared agency reports circulated prior to the meeting. Initial speakers covered topics of interest to both walking and cycling advocates, and time was allowed for both groups to cover their areas of particular interest.

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

42 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**.

GW staff attended Road Safety Action Plan meetings as appropriate.

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: Pedestrian Plan Activities

Attachment 8: Road Safety Plan Activities