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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 Land Transport Programme 2009-2012.

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 Regional Land Transport Strategy 2007-2016 (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 of the Regional Land Transport Programme 2009-2012 that supports the RLTS 2007-2016, as reported by the lead agencies. Progress is reported for the quarter to **30 September 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 first quarter of the 2009/10 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

Work continues both in Korea and Wellington to build and prepare for the arrival of the new trains mid 2010. In September, a selection of drivers and other operational staff travelled to the Hyundai-Rotem workshops in Changwon to view final design details on the “engineering mockup”. Work continues on the first and second car bodies. The photos below show the mockup from various angles including a view with the emergency detrainment ramp deployed. The emergency detrainment ramp is designed specifically for tunnel evacuations.





4.1.2 Ganz Mavag detailed condition assessment and prototype

GW has signed an agreement with KiwiRail for the staged implementation of this project. In early October a Ganz Mavag unit will be selectively stripped back for structural assessment by KiwiRail and GW's independent advisor from Queensland Rail. Various reports were received in October to inform progression on the design and construction phases of the prototype.

4.1.3 Real time information

The contract for the Real Time Passenger Information system was awarded to ACIS Ltd. A pilot phase will begin shortly, and the on-bus and on-street installations will begin in March 2010. The system should be operational in Wellington city in late 2010.

4.1.4 Integrated ticketing

The investigation of options for the development of GW's network-wide integrated ticketing aspirations remains low key pending developments with the implementation of the Auckland system, and the New Zealand Transport Agency's (NZTA) plans for a national system.

The NZTA has agreed to establish a national ticketing programme for public transport in New Zealand, and has recently approved funding for the development of Auckland's integrated ticketing project as a first step. NZTA is planning further discussions with regional councils later this year.

4.2 Passenger transport activities

GW 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 September 2009 the full complement of 60 new generation trolley buses had been delivered and commissioned for use on the road.

The new trolley buses have not been without their problems but these are being progressively fixed through a works program that is due to be completed by December 2009. Extra diesel buses have been required as a result.

4.2.2 Rail station upgrades

The Eponi Station upgrade includes three new CCTV cameras and the platform has new shelters, flooring with safety strips, a canopy over the stairwell and new signage. The subway and platform buildings have also been re-painted. The upgraded station was re-opened on 22 September – one week early.



4.2.3 Kapiti stations

GW officers and consultants are preparing various consents and continuing negotiations with land owners at the site of both Waikanae and Paraparaumu station upgrades. The detailed design is being developed and timetable options are being discussed.

Detailed design for both Paraparaumu and Waikanae ticket kiosks are progressing along with the detailed design of the pedestrian underpass for Paraparaumu.

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)

Contractors have been utilising midweek nights to transfer wires to new support structures. Signalling alterations were implemented at the station throat/depot connection area to remove some sidings and provide greater access flexibility to the turntable. Major signalling contracts were awarded in August.

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

Preload settlement is complete in two of the four main areas. The permanent formation (upon which the ballast and tracks will be laid) has been constructed in one area and over 2 kilometres of new sleepers have been delivered to a staging area in Otaki. At the end of August 136 (of 560) traction pole foundations have been poured and 89 traction poles had been installed.

4.3.3 Traction system upgrades

Good progress has been made on the installation of equipment across numerous sites. Supply authorities are on programme for completing 11kV installation before Christmas.

4.3.4 Signals system upgrades

Installation and commissioning of the Computer Based Interlocking (CBI) system in the station throat area finished 5 September.

Steady progress on signalling upgrades across the network continues. Test signalling installations are operational and performing well.

4.4 **Roading projects**

The NZTA 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 strategic roading projects include:

4.4.1 Transmission Gully (Western Corridor) – Phase 2

Consultants have begun work on 14 work streams to gather information for the possible future lodging of regulatory consents. At this stage, Phase 2 is expected to be completed in the latter half of 2010.

4.4.2 Kapiti Expressway

Public consultation on options for the proposed expressway through the Kapiti District was extended to 30 October 2009. NZTA aims to make a decision before the end of 2009 on which route to progress. Following this, a scheme assessment to develop the details of the route and a detailed design process would need to be followed. A further round of consultation would also then occur as part of that process.

4.4.3 Dowse to Petone grade separation (Hutt Corridor)

Construction work is nearing completion. An opening ceremony is confirmed for 20 November 2009.

4.4.4 Muldoon's Corner (Wairarapa Corridor)

Realignment of SH2 at Muldoon's Corner has begun, with contractors given access to the site on 5 August 2009. Traffic management and sediment control systems are now in place. Extreme weather was encountered during the first weeks, but early signs of progress are encouraging.

4.4.5 Basin Reserve project (Ngauranga to Wellington Airport Corridor)

Ministry of Culture and Heritage has joined GW, Wellington City Council and NZTA on the Basin Reserve project which will see the integration of the proposed Memorial Park into plans for the traffic improvements around the Basin. Timeframes for the first phase (development of options for public consultation) are currently being finalised.

4.4.6 Ngauranga Triangle study

Stage 1 discussions with identified stakeholders were completed in April 2009. The draft study report is expected to be released for stakeholder discussion in the early New Year.

4.4.7 Safety improvements

MacKay's to Centennial Highway safety improvements

The investigation is now complete and the project included in 2009-12 three year programme.

The preferred option was approved by NZTA, presented to Kapiti Coast District Council and approved by the Community Board. Funding for design has been approved and tenders are being prepared for advertising in mid-October 2009.

Otaihanga to Waikanae safety improvements

The investigation is now complete. A preferred option, including the installation of a wire rope median barrier and turnaround facilities, was identified and presented to the NZTA Regional Team at the end of October 2009.

Moonshine Hill Road to Silverstream safety improvements

Opus is now conducting the design work. The designation package has been drafted and awaiting sign off from affected parties before lodging.

Johnsonville to Tawa street lighting

Investigation is now complete. The preferred option (light columns along the roadside) has been approved. Tenders for professional services are due to be advertised shortly.

Forest Lakes safety improvements

The project is included in the 2009-12 three year programme. Possible impact on Road of National Significance (RoNS) has halted progress.

4.4.8 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 delayed pending NZTA decisions on the RoNS package as it affects Kapiti. All Resource Management Act and Historic Places Trust authorities are now secured. Two private properties remain to be purchased and the NZTA property transferral has been held up by legal challenge. The Scheme Assessment Report has been completed and is ready for submission to NZTA for approval prior to final design and construction procurement.

4.5 Travel Demand Management (TDM) Plan activities

GW 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 winter themed public and active transport orientation day for new settlers to Wellington was held on 18 July in partnership with Wellington City Council and Metlink. A Spring themed day is planned for November.

Transition Towns Display

GW Transport Planning, Metlink, Parks and Forests and Environment Divisions partnered for a Transition Towns display at St. Pauls Cathedral during Conservation Week, 6-19 September.

4.5.2 School Travel Plans

At present, the programme has 26 schools enrolled, meeting the 2009/10 target of 26 regional schools. The numbers of school children exposed to sustainable travel to school initiatives through these travel plans exceeds 8,600 primary and secondary students.

4.5.3 Workplace Travel Plans

To date there are almost 13,000 staff and 30,000 tertiary students from 13 organisations involved in developing and implementing workplace travel plans. The Wellington Institute of Technology (WelTec) started a travel plan in this quarter.

4.5.4 Regional Carpool Programme

Let's Carpool, the regional carpool programme, was launched in May. At the end of September over 800 individuals and 24 businesses had registered with the programme. The target for the programme is 1000 registrants by June 2010.

4.6 Cycling Plan activities

GW 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 Cycling and Walking Journey Planner

The regional web-based cycling and walking journey planner was launched on 22 September. The journey planner facilitates and encourages cycling and walking for commuter trips and has been developed in co-operation with all local authorities. The planner provides directions, time and distance measurements, maps to requested destinations with features such as elevation, weather and a calorie counter. User feedback is now leading to refinement of the site's many road and track data layers.

4.6.2 Active Transport Forum

The third meeting of the newly formatted Active Transport Forum was held on 20 August. The meeting included a presentation on the Ministry of Transport's Safer Journeys consultation process.

4.6.3 Share the Road Campaign

Investigation has begun into a revitalised campaign that promotes safe overtaking by motorists, and safer cycling habits.

4.7 Walking Plan activities

GW 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

Wellington region schools on the *Feet First* programme were invited to map their active journeys to school using the cycling and walking journey planner, to win prizes sponsored by NZTA.

4.8 Road Safety Plan activities

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

The Road Safety Technical Working Group agreed on areas for advocacy to central Government. The subsequent report was approved by the Regional Transport Committee. GW officers completed feedback to the Ministry of Transport for the development of the new national Road Safety Strategy to 2020.

GW officers also contributed to Road Safety Action Plan meetings in Wellington, Hutt City and Wairarapa, and the development of Wellington's pedestrian safety campaign.

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: Roading Projects

Attachment 5: TDM Strategy Activities

Attachment 6: Cycling Plan Activities

Attachment 7: Walking Plan Activities

Attachment 8: Road Safety Plan Activities