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Committee Economic Wellbeing Committee
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General Managers' report to Economic Wellbeing Committee meeting 2 February 2012

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

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matter requiring a decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

2.1 Significance of the decision

Part 6 requires Greater Wellington to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

3. Catchment Management

3.1 Floodplain Management Plan Implementation

Hutt

Boulcott/Hutt stopbank

The Boulcott/Hutt stopbank works are progressing. By the end of December, the contractor had placed about 14,000 m³ of river gravel in the stopbank and the road realignment works. The low bund along Harcourt Werry Drive is around 60% complete and about 2,600 m³ of material has been placed. Top soiling of completed areas of the low bund is now in progress. Installation of the upsized culvert at the sub station is now complete and upsizing of the Ariki Street stormwater pipe is about 60% complete.

The stopbank works at the southern end are complicated because of unsuitable foundation conditions and the presence of a large number of services. The sewer design had to be modified because of an unknown power cable found during excavation. The foundation design for a 45 metre retaining wall and the stopbank cutoff at the new road interface had to be modified because of unsuitable foundation. The wet weather also affected construction works. However, the contract works are on track for completing the 2011/12 programme on time.

A variation to include the golf course Interim works in the main stopbank contract was approved. These Interim works are required to allow 18 playable golf holes when the stopbank is constructed through the main course. The Interim works will commence at the end of January 2012.

Consideration is also being given to advancing the works programme by one year after the Golf Club indicated it could close the south course (the former Boulcott course) earlier than previously proposed. This matter will be discussed as a future workshop item

Waimarie Croquet Club

GW will assist HCC in preparing a phased project plan for construction of the Clubs facilities at the new site in Taita. This was decided in a meeting between the Club's representatives and GW and HCC Councillors and officers held on 6 December 2012. This process will commence in late January 2012. The club has until 2017 to vacate the current premises. The preparation of the phased project plan is expected to assist the club in seeking funding from various sponsors and agencies.

Otaki

About 50% of the rock requirement has been delivered for the proposed edge protection works on three sites along the Otaki River. Construction is scheduled to commence late February 2012.

In December 2011, Council approved the purchase of approximately 63 ha of LINZ land located in the Otaki River corridor at the Chrystalls extended stopbank. It is expected to complete the purchase by June 2012.

Consultation with the affected land owners on the proposed Lower Waitohu Stream works is now progressing. Areas for stream clearing works scheduled for 2011/12 were identified on site and clearing is to commence in March 2012. This work will be undertaken under existing consents.

Lower Wairarapa Valley Development Work Programme

One of main items in the 2011/12 work programme was the second stage of the Tobin Stopbank Project. This work, as well as the third stage of the stopbank, has now been completed as has the legal survey. The final work involves lowering the river berm and tidying up the site. The balance of the property not required for river protection purposes will now be able to be sold a year earlier than originally planned. Several other works in the programme have also been started.

3.2 Operations Delivery Activities

Hutt River

All planned works are proceeding to programme and budget. The spring growing flush has continued into summer increasing the amount of mowing on river berms and stop banks compared to other years. The spraying of fence lines and along the river berms has also been increased to cope with the strong growing conditions.

The delivery of rock used to maintain rock revetment and groynes assets along the Hutt River is now complete. This rock has been purchased from local quarries at competitive rates. Channel shaping has been undertaken in the vicinity of Taita Rock to control erosion problems. Channel shaping has also been undertaken below the Kennedy Good Bridge as part of the Boulcott Stopbank capital works in accordance with the wet gravel extraction consent.

Otaki River

The mowing rounds have also increased in the Otaki River to cope with the effects of warm wet weather. Gravel extraction has now been completed at Tracey's beach and will now move up stream of Chrystall's Bend. Channel shaping is underway in the upper river in the Taylors/Lutz area. Mulching has been carried out to remove a large build up of undergrowth on Mangahanene Island near the river mouth and rock deliveries continue below the state highway in preparation for the planned capital rock works at Leithbridge.

Waikanae River

Channel shaping has been carried out in the middle reaches of the river to stop erosion increasing at a pronounced hook in the river opposite the riding for disabled facility. A large pine tree has been removed from the Otaihanga stop

bank and staff also removed a number of poplar trees at the request of the Waikanae Friends Group.

Western Watercourses

Stream clearing runs have been carried out in the Wainuiomata River and the Waimeha, Mangapouri, Waitohu and Te Mome Streams. The Waimeha Stream mouth was cut at the beginning of January. Gravel has been removed from the mouth at Korokoro Stream. Wind fallen trees were removed from the Waiwhetu, Porirua and Waitohu Streams following high winds in early January. Maintenance work is underway at the Seton Nossiter dam site.

Summer Events Programme

The popular Summer Events Programme is now underway and staff have been busy preparing and managing these activities. The events include buggy walks, river walks, gravel grabs, bike the trail and fly fishing events in the Hutt, Waikanae and Otaki Rivers.

Wairarapa River Schemes

The work programmes for 2011/12 have progressed as planned with tree work and willow tree layering being completed. Some beach shaping work is being carried out in areas clear of nesting birds and heavy rock has been used at a number of sites for constructing new rock groynes and reinforcing existing structures. Spraying to control willow re-growth is being carried out in a number of river systems.

The outlet from Lake Onoke to the sea blocked just before Christmas. Conditions were not conducive to successfully reopen the mouth until New Year's Day. However, some concerns were expressed by local landowners to try and achieve an earlier opening.

A meeting was held with interested stake holders to the Barrage Gates operational consent as required by a consent condition. There was considerable interest shown concerning the operation of the Gates to allow fish passage, particularly when Lake Onoke is blocked. The Lower Wairarapa Development Scheme Advisory Committee also carried out their annual inspection and meeting on 13 December.

Gravel Extraction

Details of gravel extraction volumes are provided below:

River	Extraction Volumes (m³)	
	YTD 2011/12	FY 2010/11
Hutt Mouth	10,600	34,000
Hutt	13,000	11,300
Otaki	49,000	42,800
Wairarapa	46,000	259,000

Wairarapa gravel extraction figures for 2010/11 were 259,000m³ compared to 201,000m³ in 2009/10 and a maximum in 2006/07 of 299,000 m³. If the extraction of 57,300m³ in 2010/11 for the new Masterton District Council (MDC) sewerage ponds was subtracted the gravel extraction would have been very similar to the previous year. MDC will be extracting a similar quantity of gravel in 2011/12 to complete their ponds upgrade.

Drainage Schemes

The annual meetings for the five pumped drainage schemes were held during November 2011. They were well attended by committee members who confirmed that schemes have been maintained to their satisfaction. The committees were advised of changes in insurance policies and premiums as a result of the Christchurch earthquakes. Given the increase in the insurance excesses the schemes committees have agreed to self insure from 1 July 2012. Scheme reserves will be progressively increased to provide for unexpected plant failures and disaster damage.

Expenditure to 31 December 2011 was \$92,000 and projected full year expenditure is on budget at \$250,000. Spraying of the drains commenced in December and will continue over the next two months. There are no significant operational issues to report.

A joint project between DoC and GW to reduce the transfer of the aquatic pest plant hornwort from Mathews Pond into Boggy Pond has reached a successful solution. The Te Hopai Drainage Scheme Committee has endorsed the proposal to remove a culvert and provide a high level flood spillway within the existing stopbank between the two wet lands areas. These works are expected to be completed during January 2012.

3.3 River Management Resource Consents

A pre-hearing meeting for submitters to the Hutt River mouth gravel extraction consent has been arranged for 28 February 2012. The Environmental Regulation Department will send copies of proposed conditions to submitters for review in the near future. The prehearing meeting will be cancelled if the submitters confirm the proposed conditions are satisfactory.

The application to change the conditions of the Wairarapa river management consents has been granted. Staff have commenced developing a methodology for assessing and reporting on the river habitat prior to carrying out in-water work, in accordance with the consent conditions.

3.4 Asset Management and Planning

Expenditure on asset management to 31 December 2011 is over budget and is attributed to the development and improvement of the Flood Protection asset management systems and databases. This work has included restructuring the asset database to enable business reporting and improve the notification

process for cause and damages. An external consultant was employed to assist with significant changes and uploads into the SAP asset management system. Additional involvement of staff and ICT support was needed to develop processes and to project manage the changes.

With these system improvements in place, data management and audits checks are being completed which will provide information for the Asset Revaluation due for completion by June 2012. Reporting requirements for the department will be refined and developed over the next period.

3.5 Health and Safety

The Flood Protection OSH Plan for 2011/12 was finalised and approved.

The ACC Audit of the Masterton office on 24 November 2011 was successful and secondary level status is likely to be maintained with 6 out of 8 units achieved at tertiary level. Flood Protection staff attended the audit throughout the day and were able to provide evidence of their systems to support the audit.

Graeme Burnett (Masterton office) has been appointed to represent the Catchment Management Group on the Council's Health & Safety Advisory Group.

3.6 Investigations, Strategy and Planning

Waiwhetu Flood Plain Management Plan (FMP)

Community engagement workshops have been held in December to develop a selection of option packages to manage the flood problem. A brief is being developed to appoint a consultant, previously engaged on the initial development of the FMP, to:

- Detail the costing and damages for the flood risk management packages;
- Undertake flood modelling of a range of events assuming each package is completed.

In support of the presented options, hydraulic models were run to illustrate the effects of different flood management approaches in isolation of each other.

The Environmental Strategy document, part of the development of the Floodplain Management Plan, has commenced 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. An environmental and ecological consultant is in the process of being appointed to develop this strategy with our in-house environmental planner and colleagues from our Biodiversity Department.

Wainuiomata Flood Hazard Maps

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

Updated draft flood hazard and erosion maps have now been completed and will be posted out as draft maps to the community. A consultation meeting (“drop-in” session) has been scheduled for the 15th February 2012 to seek any additional information from the community regarding the flood hazard that may be useful to ensure that these updated maps are as accurate as possible. The maps will then be finalised and sent to HCC.

Waiohine Flood Plain Management Plan (FMP)

Considerable work has been undertaken since the last report looking at the options for flood mitigation for Greytown. A report is now being prepared on the merits of each option. The advisory committee will meet on 13th February 2012 to consider the options and to select their preferred combination of options to be used for community consultation. Following this meeting a newsletter will be released detailing the background to the confirmed options, explaining the next phase of the FMP process as well as the time line. A drop in session will also be arranged to allow an opportunity for the public to come in to discuss the options.

Waingawa River Scheme Review (FMP)

A meeting was held on 9 December with the Scheme Committee and other invited key stakeholders informing them on the progress of the Scheme Review. The meeting discussed future tasks, including options selection, set-up of the committee, and change of mandate from a Scheme to a FMP Committee.

As an action from the meeting the Waingawa design channel and buffer maps were circulated to the committee members and key stakeholders.

A Multi Criteria Analysis (MCA) workshop has been planned for 26 April 2012. Leading up to this a Project Plan will be developed including an FMP implementation time line.

Tawaha Catchment Diversion (Whakawiriwiri Stream)

Initial consultation with the effected landowners was held in mid December 2011. An AEE walkover with the appointed consultant is planned for 20 January 2012 and a second round of consultation with landowners is planned for the beginning of February, if required.

The draft Resource Consent application is scheduled to be completed in February 2012.

It is anticipated that a limited notified resource consent applications will be lodged by the beginning of March 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

We have continued 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 Greater Wellington.

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 is much higher than anticipate so far for the financial year. This is impacting on progressing other investigations and projects.

Climate Change Impacts on Floods and Erosion

A scoping study was sent out to selected consultants to tender for: "Wellington Region – Climate Change Impacts on Floods and Erosion" entailing 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 tender submissions have been evaluated and a presentation was held with the preferred tender.

Opus Consulting Engineers are to be appointed as the 'specialists' with an anticipated starting date of 16 January 2012 and a scheduled completion date of the beginning of May 2012.

Other Investigations and Project Support

Other investigations include:

Waikanae River Sedimentation Processes Study - An outcome of the five yearly gravel analysis report and recommendations, and the review of the Waikanae Floodplain Management Plan (FMP), has been to draft a consultants brief which includes investigations to:

- review current literature to help understand the sediment transport processes in the Waikanae River;
- Advise on what studies, investigations, or analysis we should be undertaking to update our knowledge base;

- Identify studies necessary to provide sufficient justification to support a consent application for the extraction of sediments from the Waikanae River to meet the objectives of the Waikanae Floodplain Management Plan, i.e. to maintain flood carrying capacity (FMP outcome) and alignment of the Waikanae River whilst being mindful of the Waikanae Estuary Scientific Reserve and Environmental Plan for the river.

The Request for Proposal is anticipated to be sent out to selected consultants in the week commencing 23 January 2012 for the investigations to be completed in the current financial year.

Friends of the Waikanae and Otaki Rivers

- The Otaki Friends have been completing nursery work, preparing for the 2012 planting season. The Friends are working with Flood Protection to update the Otaki Planting Plan. They have also been undertaking maintenance work along the River, particularly in the estuary area.
- The Waikanae Friends are working with Flood Protection to update the Waikanae Planting Plan which will set out realistic planting and maintenance objectives for the coming years. The Friends have been completing nursery work in preparation for the 2012 planting season and have been undertaking maintenance work along the River.

Support for both Friends groups is being provided by GW operations staff, including administrative and financial management.

4. Public Transport

4.1 Public transport operations

4.1.1 Bus services

In July 2007 Greater Wellington entered into a contract for the supply of trolley bus services with Wellington City Transport Limited (WCTL), then a subsidiary of Stagecoach, now NZ Bus. The contract is for 10 years, split into two five year terms. Prior to Christmas, Greater Wellington informed WCTL of its intent to renew the contract. As part of the next stage of the renewal process we are arranging for an independent “value for money” financial audit of the contract, which we anticipate will be conducted over a 4-5 week period during February/March 2012.

4.1.2 Total Mobility (TM)

Greater Wellington officers have been reviewing how the supported user scheme is being used. A trial of the use of TM smartcards by supported users commenced in October 2011 and has now been extended to a greater number of member organisations in order to see whether a change from paper vouchers to smartcards will work. We are continuing to work closely with the organisations in the trial to ensure the best chance of success.

We also intend to use the findings of the review to assist in developing a more informative and detailed policy document in respect to access to and administration of the TM scheme than exists currently. The purpose of the new policy document is to provide clarity and to ensure consistency in how the Scheme is applied (including consistency with New Zealand Transport Agency (NZTA) guidelines).

Greater Wellington is participating in a TM based Regional Transport Officers' forum to be held in Wellington on the 23rd February 2012. Officers from the NZTA will be present to discuss matters of policy and administration from a perspective of national consistency.

4.2 Service Reviews

4.2.1 Wellington

Officers are currently preparing for the public consultation which will run between 13 February and 16 March 2012. Details of the various public information sessions and meetings with key interested parties during the consultation period will be provided to councillors.

4.2.2 Wairarapa

A letter detailing the proposed bus changes has been distributed to all previous identified submitters and key stakeholders for comment. A leaflet has also been distributed on the Masterton bus services requesting comments on the bus proposals. A report detailing recommendations for changes to the existing bus services will be tabled at the March Economic Wellbeing Committee meeting.

4.2.3 Otaki

Bus service options developed in response to initial community consultation were consulted on during November and December 2011. 82 submissions were received with over 70% of respondents supporting options for extending two weekday shopper trips to Coastland and introducing a Sunday bus service. Both options involve removing poorly used trips to provide the changes proposed without additional cost. The results of the consultation will be referred to the Otaki Public Transport Review Reference Group on 26 January 2012 before finalising a timetable for introduction later in 2012.

4.3 Regional Public Transport Plan

The Wellington Regional Public Transport Plan 2011-2021 was adopted by Council on November 1, 2011.

Statutory requirements under the PTMA (s11 C) were met with the distribution of the Plan to the specified parties. All 109 submitters were individually written to with responses to their submissions.

4.4 Carriage of cycles on the Johnsonville line

With the forthcoming introduction of Matangi trains on the Johnsonville line we have been reviewing loadings and capacity and this has indicated that there

will be a significant capacity increase from that currently provided. As a consequence it seems that at least initially there will be no need to restrict the carriage of cycles on the Matangi in the peak period, and it is recommended that the exclusions provided for in the current policy be suspended i.e. cycles will be able to be carried on all services. The situation will be monitored and kept under review, with a minimum period of 2 weeks notice of any change to the suspension. It is further proposed that we have a brief review of the full policy in April/May which will be 12 months after it was introduced, and this would provide an opportunity to confirm any change to the policy for the Johnsonville line.

4.5 Service Changes

4.5.1 Porirua East School Services

Officers attended a public meeting at Bishop Viard College to listen to the concerns of parents and the College. The meeting was constructive with some good ideas put forward. As a result we have made a request to the service operator to move four scheduled services by approximately 5 minutes around the start and finish times of the College to make them more user friendly to students. Officers also agreed to review the original changes in March/April 2012 to gauge the outcomes.

4.5.2 Route 271 Lindale

The Route 271 to Lindale College ceased in mid November when Whitireia Polytechnic Campus at Lindale closed.

4.5.3 'Taxi Fair'

A review of Taxi Fair schemes has commenced in light of the new policy adopted as part of the Regional Public Transport Plan.

4.5.4 Christmas Rail Block of Line

Christmas rail timetables and rail replacement services were agreed with Operators and implemented over the Christmas period. Initial feedback is that frequency and capacity of services matched demand and customer complaints were minimal.

Further to the block of line an internal post implementation review meeting will be held with the operator to discuss where further improvements can be made for future extensive block of lines.

4.6 Petone Railway Station 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. Greater Wellington raised concerns that this would have an adverse affect on bus routes and the concept of an integrated network.

Subsequently Greater Wellington have worked with HCC on traffic flow options that mean only minor changes to bus operations and the integrated network. These plans have been shared with the bus operator (Valley Flyer) who has also been asked for feedback.

The changes will only be implemented when the proposed supermarket development proceeds.

4.7 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 have been tested with positive results for wind protection and resistance to graffiti and full size prototypes for two key graffiti hotspot locations are currently being developed.



4.8 Matangi

At 20 January 2012, 46 Matangi cars (23 2-car units), or 48% of the total new fleet have been approved for service. We have 65% of the fleet delivered to Wellington.

As the Matangi run more service kilometres the reliability figures are improving as we shake out minor issues and software and hardware adjustments.

Six further cars are expected to be delivered at the end of January which will bring the total in Wellington to 68 (34 2-car units, 71% of the fleet).

4.9 Track access negotiations

Greater Wellington and Auckland Transport (AT) continue to negotiate a Track Access Agreement and Common Access Terms with KiwiRail Network (KRN). Greater Wellington has an interim agreement with KRN until July 2012, as a result of the Rail Package negotiations, however AT's access status is more fluid.

Collectively AT, GW and KRN are making good progress on the Common Access Terms, and AT and KRN are largely attempting to resolve Auckland specific issues in the Auckland Access Agreement.

Attention should be able to return to the Wellington Agreement in March.

Ultimately all parties require a detailed long term (at least 70 years) arrangement that gives certainty of access rights, network services, asset management and funding.

4.10 Ganz Mavag refurbishment

The prototype refurbished Ganz Mavag has completed final system optimisation, with very good results. The testing illustrates that the new Adaptive Traction Control Unit (ATCU) is capable of maintaining close to total control of the Ganz Mavag's traction system under all conditions. The existing Ganz Mavag Traction Control system is susceptible to fluctuating traction conditions. ATCU also provides additional protection systems to guard against possible failure conditions, and minimise possible consequential damage as a result of a failure. The recent optimisation and testing has increased confidence that the Traction Control Upgrades proposed for the refurbishment will deliver significant reliability benefits and (in the longer term) unplanned maintenance cost savings.

The prototype refurbished vehicle is now available for full operational service, and will be monitored closely to identify any remaining issues. Greater Wellington is expecting to receive the final prototype reliability performance report from KiwiRail in March.

Greater Wellington and KiwiRail are working closely together regarding production schedule, scope and cost with an objective to sign the full production refurbishment contract in March.

4.11 Kapiti stations

Work has now been completed by contractors to control water leaks at the Paraparaumu station subway caused by the water table and membrane issues. Some adjustments to water drainage and wall linings have been completed to effect control, with the situation being continually monitored. The wall tiling and floor levelling work has now been completed.

4.12 Station upgrade work

Over the Christmas block of line work was carried out at Kenepuru station to strengthen the platform and resurface paved areas. The work is now complete.



Design concepts continue to be developed for Naenae station with positive outcomes for the heritage features, ease of maintenance and anti vandalism. Works are expected to start in the first quarter of 2012 and be completed by 30 June 2012.

Officers had been preparing to replace the roof covering on the Tawa station building, but this work has been put on hold due to the poor condition of the overall building. Investigations have revealed extensive damage in the roof framing, the exterior cladding, internal wall framing and the foundation supports. The extent of the floor damage is shown by one side of the building 100mm lower due the pilings being rotten and of no support. Officers are reviewing the latest report in order to make recommendations as to the future of the building.

4.13 Park and ride

The park and ride maintenance programme for 2011/12 is currently in progress and the following car parks have been resealed; Pomare second coat chipseal, Featherston second part reseal, Tawa reseal, Paramata West reseal and Waterloo bus terminal reseal. Officers are continually reviewing the programme of works to check that that the existing space is being used in the most efficient manner and that a high standard of surface condition is maintained. Waikanae park and ride SH1 underwent remarking and increased its capacity by 7 additional angled parking bays.

Recent inspections have indicated that we are experiencing a high level of failures / potholes due to the amount of rain during the early part of the summer period.

4.14 Cycle Facilities

Since Greater Wellington took over the administration and maintenance of cycle lockers at train stations a number of lockers have now been repaired and have been re introduced back into service. Lockers at Upper Hutt are currently being serviced and will be offered for hire very soon. There are currently waiting lists for lockers at Wellington, Porirua and Melling, but none of the lockers at Plimmerton are being utilised and there some free lockers still available at Waterloo.

4.15 Real Time Information System(RTI)

4.15.1 Street display installations

Twenty-seven street display signs were installed and commissioned during the last quarter, bringing the total to date to 91. The majority of the latest sites are in the Hutt Valley, where preparatory civil and electrical works for further sites on Eastbourne and Wainuiomata routes were also initiated during the quarter.

A number of residual sites in Wellington urban area have also been completed, following the lifting of the embargo on street works associated with the Rugby World Cup. Preparation for display installations in the northern suburbs, Porirua and the Kapiti coast RTI locations is underway.

Uncertainty over the status of the 14 'totem' displays programmed for installation on the Golden Mile continues. These sites have been incorporated in Wellington City Council's review of pedestrian safety, commissioned following the Post Construction Safety Audit on the Golden Mile Restoration Project. The review is expected to report in early 2012, and to clarify any implications for the RTI display locations and the physical design of the support structures.

The Wellington City Council planned Willis Street improvements, including a new pedestrian crossing, will take place from January 2012. In advance of being able to finalise the design of the RTI support structures, it has been agreed that sub-surface provision for electrical connection of RTI displays will be incorporated in the works, to avoid subsequent disturbance of the new footpath surfaces.

4.15.2 Operator roll-out

RTI was extended beyond the Airport Flyer service in four further phases across the complete Valley Flyer network, before the end of the December. These phases covered the major Valley trunk services, subsidiary services, Eastbourne services and Wainuiomata services, and were linked as closely as possible to the installation and commissioning of RTI displays in the relevant areas.

The fitting of RTI equipment to Mana Newlands buses and the preparation of the operational data required for RTI were almost complete by the end of the December, with proving in a test environment scheduled to commence shortly.

Initial planning for the installation of display signs on Kapiti and Johnsonville Line railway stations has been undertaken. Further stations will follow and installation will be progressed following the street display installation programme. Display signs of two different types will initially provide scheduled rail information and up-to-date network disruption messages to passengers at stations.

4.15.3 RTI impact and performance

The roll-out of RTI inevitably creates numerous ‘touch points’ on other operational management and service provision areas. This has exposed some longstanding or previously unknown shortcomings in data accuracy or operational practices, which may impact on other operational or business processes from revenue collection to service reliability. RTI is therefore creating the opportunity for GW and service providers to jointly and constructively investigate and address such issues, providing a stronger basis for improving and maintaining levels of service quality.

Solutions to a small number of technical RTI system issues are being actively pursued.

Procedures to enable RTI to accommodate changed Christmas period timetables were successfully put in place. Development of existing Metlink systems to automate this data export process is in progress.

5. Development

5.1 Wairarapa Water Use Project (WWUP)

Tonkin and Taylor has been engaged as the lead consultant on this project. Their prime objective is to distil the many options into a small number and prepare a report by the end of September 2012.

A meeting of the WWUP Leadership Group (Wairarapa politicians and community leaders, chaired by Cr Wilde) was held on 5 December 2011 in Greytown. Tonkin and Taylor updated the Group on the investigation work. The Stakeholder Group met in Carterton on 8 December 2011 and Tonkin and Taylor also briefed them.

Currently, proposals are being sought from consultants for a high level assessment of Project Financing and Capital Structure options. This will complement the work Tonkin and Taylor are doing.

An application is being drafted to apply for investigation funding from the Government's irrigation acceleration fund. This will be submitted within the next few weeks.

6. Recommendations

That the Committee

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to suspend that part of the policy for the carriage of cycles on trains that restrict carriage on specified peak services on the Johnsonville line, provided that there remains sufficient capacity on the specified services.*
4. *Notes that there will be a minimum of two weeks notice to cyclists if the suspension is to be lifted, and that there will be a brief review of the full policy in April/May 2012.*

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