

Report 16.348
Date 16 August 2016
File CCAB-16-100

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 six 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 is 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 six months. The last progress report was presented to the Regional Transport Committee on 8 December 2015 (Report 15.582).

4. Comment

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

4.1 Recent events

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

- The Smart Motorway (SH 1 Ngauranga to Aotea Quay) opened on 22 June 2016 for northbound traffic, and opened southbound in early July 2016. The smart motorway is a combination of roading infrastructure improvements and intelligent technology. The driver education campaign is well underway.
- Transdev became the operator of the Wellington region's commuter rail network on 3 July. Train services are now consolidated under the Metlink brand. The new rail contract is the first of 17 new contracts for public transport services in the region. Requests for Tenders will be issued soon for new contracts for the region's bus services.
- Mt Victoria Tunnel Safety Improvements project was completed in June 2016. This included upgrades to lighting, slope strengthening, improved cameras and ventilation, and upgraded fire resistance and emergency response systems.

4.1.1 Let's Get Wellington Moving / Ngauranga to Airport

The Let's Get Welly Moving (Ngauranga to Airport) programme arose from the Board of Inquiry's decision to not approve the designation for the proposed Basin Reserve Bridge. This is a major collaborative planning process involving three agencies - NZTA, Wellington City Council and GWRC.

An extensive engagement campaign was conducted in April and May 2016. More than 10,000 people participated. The insights from this engagement process were used to develop a set of 12 guiding transport and urban design principles.

A major data collection exercise was carried out in March 2016 and analysis is progressing, along with the development of a range of decision support tools. The programme is currently focussed on developing a series of potential scenarios, each of which will contain a range of initiatives to be evaluated and assessed.

4.2 Variations to the RLTP 2015

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

- SH2 Carterton to Masterton Safety Improvements.

This variation was considered at the 22 March 2016 RTC meeting (Report 16.34). It was subsequently adopted by the Regional Council (Report 16.81) and then forwarded to the NZ Transport Agency as a request for inclusion 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.

Projects and activities that are fully funded without any co-funding contributions from NZTA do not need to be included in the RLTP programme, and therefore may not be included in this report.

4.4 Progress in relation to non-prioritised programmes/activities

Over the past six 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	<p>Porirua and Upper Hutt have begun installing LED lighting. Wellington has begun preliminary works. Other councils have programmed this activity to begin in upcoming years.</p> <p>Replacement on State Highways is occurring as part of other road improvements on an as-needed basis.</p>
Road safety promotion	<p>Councils, NZTA and partner organisations conducted several workshops, skills training sessions, and ad campaigns (including in cinemas) throughout the region. A coordinator has been employed to run the Road Safety Education Campaign.</p> <p>This work is generally coordinated amongst the councils and the NZTA to address the high safety risks in the region – speed, alcohol, young drivers, motorcycles, intersections, cycles and pedestrians.</p>
Local minor roading projects	<p>State Highway safety barrier work completed in high risk areas.</p> <p>Several intersection improvements throughout the region are either underway or complete.</p> <p>Pedestrian improvements and zebra crossing upgrades in Kapiti.</p> <p>Procurement of LED warning signs in Kapiti.</p>

	<p>Planning and design complete for Kapiti Road upgrade.</p> <p>Manawa Bridge renewal in Masterton and minor works at Cape Palliser and Whatarangi in South Wairarapa.</p> <p>Johnsonville triangle improvements complete.</p>
Walking and cycling projects	<p>In Wairarapa, the Western Lake Road Cycleway is complete and Cycling Strategy reviews are underway. Several minor works in Kapiti are also complete.</p> <p>Several projects in Hutt City, Upper Hutt, Porirua, and Kapiti (Stride N Ride network upgrade) are working their way through the business case process. Hutt City's Beltway Cycling Project has received funding from the Urban Cycleway Programme. The next phase of the Te Ara Piko walk and cycle path in Porirua is about to begin construction.</p> <p>Construction was completed for the Island Bay Cycleway in conjunction with other works. Wellington City will be re-engaging with the community to review this project.</p> <p>Construction of bike friendly improvements in Ngauranga Gorge is substantially complete.</p>
Minor public transport improvements	<p>Upper Hutt Railway Station improvements and Station Road (Porirua Station) complete.</p> <p>Additional Park and Ride spaces progressing at Paraparaumu, Porirua and Petone stations. Waikanae extensions delayed.</p> <p>Raumati Road and Kapiti Road bus stops relocated.</p> <p>Work continues on ongoing bus service reviews.</p>
Travel demand management programmes	<p>Work has focused on schools and includes travel planning activities, cycle skills and maintenance, safety advice/checks, school crossings and parking.</p> <p>The Active a2b programme was successfully re-focused towards social media participation and engagement, which resulted in increased workplace participation and richer data gathering.</p> <p>Movin' March and Pedal Ready programmes were also successfully run in partnership with Councils and schools.</p>
Resilience	<p>Several minor transport resilience works in Wellington City are either complete or in progress. These projects include wall and bridge renewals and tunnel seismic strengthening.</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 summarises the larger and more significant committed activities and the progress of these to date.

Committed projects	Update Commentary
Matangi2	All Matangi 1 units have been upgraded. 28 out of 35 Matangi 2 cars are in service. Overall, project is 88% complete and on track to finish within budget and to time.
Real Time Information	A number of RTI initiatives are in place to track services. New ways of operating in-bus systems were trialled to improve tracking and information receipt updates.
Transmission Gully	On track for completion in April 2020. Progress includes: <ul style="list-style-type: none"> • Designs substantially complete • Construction of pioneering tracks, major haul roads, site and bridge accesses continue • Environmental controls (sediment ponds, etc) are substantially complete in many areas • Temporary relocation of native fish and lizards from the Te Puka and Horokiri streams ahead of stream diversion and reconstruction • Harvesting of pine forestry north of Linden and south of Paekakariki is well underway.
Transmission Gully link roads	Completed property purchase and detailed design.
Kapiti Expressway – MacKays to Peka Peka	First meetings held on the SH1 revocation project in Kapiti. Waikanae River Bridge beams have been installed. Stages 1 to 5 of Raumati Straights have been completed. Stage 6 in progress Kapiti Road pavements completed and traffic has been switched
Kapiti Expressway – Peka Peka to Ōtaki	Specimen design complete. Tender for detailed design is due to be awarded in November 2016. Construction planned to begin in July 2017.
SH2/58 Intersection Improvements – grade separated	The design is substantially complete. Construction is progressing to schedule. The Manor Park Road temporary diversion connection to the SH2/58 signalised intersection was completed and the rail shelter was relocated.
Bridge Road bridge replacement	Contract has been let and material ordered. Work will commence after the fish spawning season.

4.6 Progress update on large new (significant) projects 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 = no or little progress, 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 January to 30 June 2016. Eight of these activities are progressing on schedule (**Green**). Of the five remaining projects, four have been assessed by the project owners as **Orange** (minor delays) and one as **Red** (significant delays). Details of these five projects are given below.

Indicator	Project	Comment
	Road Space Reallocation Corridor Programme	Work on Indicative BCs for the Central Area and Eastern Suburbs awaiting results from the ‘Let’s Get Wellington Moving’ project. Detailed design underway for Hutt Road.
	Regional Rail Plan - Passenger Rail Improvements (RS1)	KiwiRail preliminary funding bid for Hutt Line overhead renewals rejected by Crown. Other works completed on time and to budget.
	Eastern Bays seawall protection and great harbour way path	Scope change needed for design to provide a shared path not dependant on complete replacement of seawalls
	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements	Pre-implementation and implementation works put on-hold pending the completion of the SH2 Ngauranga to Te Marua Programme BC.
	Wellington Integrated Fares and Ticketing 2015-18	Awaiting NZTA confirmation on 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 six months that may be positively or negatively affecting a project’s progress.

5. Emerging issues and opportunities

The development of a Network Operating Framework (NOF) has commenced for Wellington City, as part of the Let's Get Welly Moving programme, and for Hutt City. Discussions on the development of a NOF for Kapiti urban networks have started. This work will feed into other business case processes.

Initial thinking around the timeline for the next RLTP review has begun. The review process will commence in 2017.

Work is underway on the Regional Transport Resilience and Regional Transport Analytics Programme Business Cases.

The Programme Business Cases for State Highway 2 are being refined by the consultants for inclusion in the final reports. If NZTA approves the final reports, work will begin to progress the constituent Indicative Business Cases.

A recommended programme of options for the port area is being developed under the Port Access Programme Business Case. Many of the recommended options will be developed as part of the Let's Get Welly Moving programme.

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