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Committee Regional Land 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 Regional Land Transport Strategy (RLTS).

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 Act 1998 to provide an annual report on implementing the RLTS. 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 draft RLTS Regional Transport Programme, as reported by the lead agencies. Progress is reported for the quarter to 30 June 2007.

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 Roding Programme projects and implementation plan action programmes (Travel Demand Management, Cycling, Pedestrian 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.

A separate report to the Committee on the Transmission Gully Motorway Project is prepared by Transit New Zealand.

4. Progress

The following provides a brief summary of the highlights during the final quarter of 2006/07.

4.1 Ngauranga to Airport Corridor Study

The study project team, comprised of officers from Transit New Zealand, Wellington City Council and Greater Wellington, assisted by consultants OPUS are continuing to work on the development of packages of options. Consultation on these options is expected to occur later in 2007.

4.2 Passenger Transport Projects

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

4.2.1 Wairarapa Rolling Stock (Wairarapa Corridor)

- Four new Wairarapa rail carriages came into service the week beginning 14 May 2007. This was celebrated with a launch event at Wellington Rail Station following the train's inaugural journey from Masterton. Three further new carriages were introduced into service on 19 June 2007 bringing the total to seven of 18 new carriages currently in service. The remaining carriages are being manufactured with completion of the project expected by December 2007.

4.2.2 Wairarapa Rail Station Upgrades – Matarawa Station

- Matarawa Station opened to the public on 7 June 2007 and is now in full operation.

4.2.3 MacKays to Raumati Double-tracking (Double-tracking and electrification to Waikanae)

- The scope of this project has changed to double-tracking and electrification to Waikanae. A funding application to Land Transport New Zealand has been prepared.

4.2.4 New Rolling Stock – new Electric Multiple Units (EMU) procurement

- EMU procurement tenders for 70 new units closed on 8 May 2007. Tender evaluation is expected to be completed by end of July 2007 and negotiation with a preferred tenderer is to commence soon after. Delivery is expected in 2010.

4.2.5 Bus Stop and Shelter Maintenance – Metlink signage

- The preparation of tender documents for the manufacture of 17 further Wellington CBD Metlink signage units is underway. Three units have been installed on Courtenay Place and one on Lambton Quay. Installation of the remaining units between Lambton Interchange and Courtenay Place is expected to be completed by the end of November 2007.

4.3 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 this quarter:

4.3.1 Trolley bus contract

- A new trolley bus contract was agreed in May 2007
- Two prototype trolley buses with improved accessibility are expected to go into service in September 2007.

4.3.2 Wellington Harbour Ferry Service Review

- A recent review recommended the continuation of the service at current service levels, i.e. no Seatoun service will operate at this stage.

4.3.3 Wairarapa bus services

- Negotiations for the provision of Wairarapa bus services are almost complete with improved services to commence from 30 July 2007.

4.4 ONTRACK update

4.4.1 Significant Network Operational Issues

North Island Main Trunk Line - Wellington to Paraparaumu

In early May the cancellation of two trains resulted from interference with overhead lines by loose water deflection sheeting.

A freight train locomotive failed at the end of June resulting in the cancellation of two trains and the delay of others. A stalling event in early May resulted in delayed services.

Some minor issues resulting in delays of up to 15 minutes occurred over the quarter and are summarised below:

- | | |
|---|-------------|
| - Signal system failure (including power) | 3 instances |
| - Communications failure | 3 instances |
| - Rolling stock failure (Tranz Metro) | 2 instances |
| - ONTRACK staff delaying trains | 2 instances |

Wairarapa Line - Wellington to Masterton

In mid April a significant incident occurred at Kaiwharawhara when a supporting pole failed, resulting in 500m of overhead line being pulled down. Whilst this affected one track only it severely disrupted morning peak services. The issue was rectified before the evening peak.

In late June the front bogie of a locomotive on a Masterton to Wellington service derailed after the train ran into a herd of cows (as a result of an open gate).

Some minor issues resulting in delays of up to 15 minutes are summarised below:

- | | |
|---|-------------|
| - Signal system failure (including power) | 5 instances |
| - Communications failure | 3 instances |
| - Fixed Asset failure (minor) | 1 instance |
| - Rolling stock failure (Tranz Metro) | 1 instance |

Johnsonville Line

There were two significant off-peak delays in June when overhead lines were damaged. These were caused by faulty rolling stock equipment.

Gracefield Line

There were no issues during the quarter. This line is used to service Hutt workshops only and is mothballed to Gracefield. There are possibly significant future opportunities to restart operations on this line given support from industry in the area.

Melling Line

There is nothing to report this quarter.

4.4.2 Catch up maintenance works

- Initial replacement of approximately 30 poles has been completed. Two tenders are currently under evaluation for replacement of a further 100 poles.
- Additional general maintenance continued with the assistance of South Island staff.

4.4.3 Improvement Works

Further work has been undertaken in preparation for the arrival of the new Wairarapa carriages as follows:

- Three out of eight stations have been upgraded
- The remaining five stations will be completed by the end of August 2007
- The Masterton stabling yard has been completed and is operational
- The Wellington Station upgrade is nearing completion.

4.4.4 Planning Activities

The following planning activities have been undertaken:

- ONTRACK's Project Director for Wellington Rail Network projects was appointed and has sought surveying and soil testing services for the MacKays to Waikanae double track project.
- A review of network service levels associated with the new EMU's continued. In addition all platforms and tunnels have been remeasured using laser technology in preparation for ensuring appropriate clearances with new EMU rolling stock.
- ONTRACK is working with Greater Wellington to determine requirements for the introduction of new EMUs.
- Funding for double tracking and electrification from MacKays to Waikanae along with Johnsonville Line tunnel lowering and associated works is being sought through Land Transport New Zealand in conjunction with Greater Wellington officers.
- Central Government announced further funding for the North - South Junction, Kaiwharawhara to Wellington throat and asset renewal catch up.

4.5 Roading Projects

Transit New Zealand is the lead agency for most of the strategic roading projects identified in the RLTS. See **Attachment 4** for detailed progress. Roading projects led by Transit New Zealand nearing completion include:

4.5.1 Inner City Bypass (Ngauranga to Airport Corridor)

- The bypass has been operating well since the new southbound route (Vivian Street) opened 25 March 2007
- The bypass was awarded practical completion in June 2007. Minor finishing works continue.

4.5.2 Centennial Highway Median Barrier (Western Corridor)

- Construction is well underway with completion expected in October 2007.

Other roading project progress to note includes:

4.5.3 Dowse to Petone Grade Separation (Hutt Corridor)

- Construction contract awarded May 2007
- Construction to commence early August 2007
- Completion expected in 2010/11.

4.5.4 Safety between MacKays Crossing and the Centennial Highway Median Barrier (Western Corridor)

- An investigation by Transit New Zealand is underway.

4.5.5 Western Link Road (Western Corridor)

Kapiti Coast District Council is the lead agency on the Western Link Road project (Western Corridor). Western Link Road Stages 1-3 are progressing. Stage 1 designations have been obtained and work on resource consents is continuing with two of four consent applications made. A funding application to Land Transport New Zealand has been made for advanced land purchase. Further work on Stages 2 and 3 is reliant on Stage 1 completion (see **Attachment 4**).

4.6 Travel Demand Management Strategy Activities

Greater Wellington oversees the implementation of TDM Strategy activities which are detailed in **Attachment 5**. The status of some TDM actions is given below:

4.6.1 Integrated land use and transportation

Greater Wellington's New Zealand Urban Design Protocol Action Plan was approved by the Executive Management Team in June 2007. The Urban Design Action Plan will:

- assist with integrating various Council activities that contribute to quality urban design outcomes throughout the region via its functions, activities and programmes
- promote a comprehensive approach to ensuring that property, infrastructure or development under the direct control of Greater Wellington demonstrates good urban design principles.

4.6.2 Greater Wellington's Travel Plan Programme

School Travel Plans

- Titahi Bay School (Porirua) is preparing to launch its travel plan in mid July. Highlights include:
 - student numbers walking to school have increased from 35% to 55%
 - students have recently completed a large wall mural depicting the school's commitment to sustainable transport.
- Maoribank School (Upper Hutt) recently completed data collection on current attitudes to students' journeys to school.
- St Joseph's School (Upper Hutt) will commence data collection in Term 3 with surveys going out to parents, students and staff.
- Douglas Park School (Masterton) has completed its surveys and data is currently being processed. Lakeview School (Masterton) is keen to begin its plan process as a major school initiative in Term 1 of 2008.

- Redwood School (Tawa) undertook Wellington City Council's "Safer Roads" programme in 2003/04 and has now completed school and parent surveys with Greater Wellington.
- Greater Wellington is assisting Wellington City Council in the assessment of schools which took part in the Council's "Safer Roads" programme.

Other Regional School Travel Plan Activity

- Kapiti Coast District Council has Land Transport New Zealand funding for school travel plans. Greater Wellington is working with its consultant to develop travel plans at Kenakena School, Paraparaumu Beach School and Paraparaumu College.

Workplace Travel Plans (WTPs)

Work continues with numerous organisations to assist them in the development of travel plans within their own organisations including Greater Wellington, Victoria University of Wellington, Ministry for the Environment, Hutt City Council and Shell New Zealand.

- Wellington City Council, Inland Revenue, the Ministry of Transport and Housing New Zealand Corporation have indicated that they expect to undertake a travel plan early in the 2007/08 financial year.
- Victoria University is investigating a number of actions following their research phase including a shuttle service between campuses, having bus timetables adjusted to match lecture times, discounted bus travel for tertiary students, a dedicated Victoria University travel timetable and a needs-based parking management system.
- Greater Wellington's Travel Plan was approved in June 2007. Some of the highlights of the action plan are:
 - Public transport ticket availability for staff business travel
 - Establishment of a carpooling programme
 - Audit of Greater Wellington's vehicle fleet to identify potential savings in fuel, CO₂ emissions and financial costs while meeting operational needs
 - Development of a pool use policy for council vehicles
 - Promotion of a video conferencing link between the Masterton and Wellington offices
 - Development of a guaranteed ride home policy for staff who walk, cycle, catch public transport or carpool to or from work
 - Development of a flexible working policy
 - A review of cycle storage capacity
 - Provision of a Greater Wellington branded pool bicycle for use at the Masterton office.
- Ministry for the Environment had an 83% response rate to the travel survey (completed in May 2007) and is currently summarising research results.

- Shell New Zealand completed its travel survey in May 2007 with a 74% response rate and is investigating actions.
- Capital and Coast District Health Board has completed the second phase of its travel plan which consists of a plan for patients and visitors. C&CDHB has submitted a budget plan for implementation of travel plan measures in 2007/08. The final funding submission for this project was submitted to Land Transport New Zealand and is awaiting approval.
- Hutt City Council signed the partnership agreement to participate in Greater Wellington's Travel Plan Programme for workplaces in July 2007.

Greater Wellington hosted the first quarterly regional Workplace Travel Planner's Forum in June 2007 to assist those working on workplace travel plans in the region. Representatives from eight organisations attended to network, share progress and lessons learned.

Work in cooperation with Metlink has begun to promote and support public transport use within travel plan workplaces.

4.6.3 Other TDM Activities

“Getting Around” – Sustainable Management Fund Project (formerly “Short Trip Reduction in the Wellington Region”)

The Sustainability Trust (the Trust), via a contract from the Ministry for the Environment's Sustainable Management Fund, aimed to develop and implement community-based reduction in vehicle kilometres travelled within Hutt City. The Getting Around project was developed to achieve this aim and included the following desired outcomes:

- Reduce the amount of vehicle kilometres travelled by project participants
- Help individuals make voluntary behaviour change choices about how they get around
- Develop capacity of community groups to “make it happen” within their own community
- Develop awareness of the environmental impacts of carbon emissions, especially with regard to vehicle trips over a short distance.

The Trust worked with project partners Hutt City Council and Greater Wellington to develop networks with community groups primarily in the Alicetown area. Findings suggest a definite change in awareness of vehicle kilometres travelled and that with on-going reinforcement of key messages, sustainable behaviour change is possible.

The final report is available at <http://www.gw.govt.nz/travelplans>

Greater Wellington and Hutt City Council will continue to promote and fund voluntary household travel behaviour change initiatives in 2007/08.

International Charter for Walking

Greater Wellington signed the Walk21 International Charter for Walking in June 2007.

The Charter's strategic principles are:

1. Increased inclusive mobility
2. Well designed and managed spaces and places for people
3. Improved integration of networks
4. Supportive land-use and spatial planning
5. Reduced road danger
6. Less crime and fear of crime
7. More supportive authorities
8. A culture of walking.

4.7 Cycling Plan Activities

Greater Wellington oversees the implementation of Cycling Plan activities which are detailed in **Attachment 6**. Activity progress to note is:

4.7.1 Regional Cycling Forum

The Regional Cycling Forum continues to meet quarterly and aims to increase awareness of cyclists' needs in the Wellington Region. The Forum comprises representatives from the Road Controlling Authorities, regional government agencies (including New Zealand Police and Land Transport New Zealand), local cycling advocacy groups, cycling clubs and other interested parties.

4.7.2 Cycling Skills for Adults

“Stand out at night. Be bright on your bike” Cyclist Education Campaign

The Cyclist Visibility Campaign “Stand Out Be Bright” commenced 26 March 2007 to address the issue of visibility of cyclists at night. The Campaign consisted of newspaper advertising in local regional papers and ran for an initial six weeks. To support local activity by Territorial Authorities targeting cyclists' visibility at night, Greater Wellington ran an additional block of community newspaper advertising in June including editorial and safety tips for cyclists and for drivers around cyclists.

4.7.3 Regional Cycling Maps

Regional Cycling Maps have been published and distributed by Greater Wellington in cycle shops, information centres, and council offices and centres.

4.7.4 Other Cycling Activities

“Getting there” National Advisory Group

The “Getting there on foot, by cycle strategy” was published by the Ministry of Transport (MOT) in February 2005. To develop an Implementation Plan, a

Steering Group, National Committee and Focus Area Groups were set up. The Strategic Implementation Plan was published in July 2006.

The region is represented on the "Getting there" National Advisory Group. The National Advisory Group will assist the Steering Committee (Land Transport New Zealand and MOT) with actioning the implementation plan.

4.8 Pedestrian Plan Activities

Greater Wellington oversees the implementation of Pedestrian Plan activities which are detailed in **Attachment 7**. Activity progress to date includes:

4.8.1 "Feet First" (Walk to School)

Feet First 2007 was a Greater Wellington and Land Transport New Zealand initiative to raise the profile of active journeys to and from school and challenge parents to consider travel behaviour changes. As a springboard for promoting active transport in schools, this initiative affords the opportunity for schools preparing or considering involvement in the travel plan process.

The Feet First promotion continued until the end of Term 1 with "Walk to School Wednesdays" and participating schools showed very favourable walking results. Ideally, schools will continue to promote walking to school as an everyday option.

4.8.2 Public Transport Pedestrian Review

This review audits pedestrian access to public transport nodes and requires an improvement implementation programme to be developed by the Road Controlling Authorities. The review is part of a Regional Pedestrian Plan (2004) action to improve the safety and standards of pedestrian facilities, and to improve the consistency of pedestrian provisions across Road Controlling Authority boundaries. Implementation of the improvements identified will contribute to achieving the Plan's vision of "more pedestrians in a convenient, safe and pleasant environment".

The first 30 public transport nodes were audited throughout 2005. The final 22 rail stations have been audited and a final report received. This will be reported to the Territorial Authorities and the Greater Wellington Public Transport Division for implementation in late July 2007.

4.9 Road Safety Plan Activities

Greater Wellington oversees the implementation of Road Safety Plan activities which are detailed in **Attachment 8**. Strategy activity status includes the following:

4.9.1 Safety Management Systems (SMS)

- All Road Controlling Authorities in the region except Wellington City Council have a SMS either under development or in place with implementation under way. Wellington City Council has confirmed that it

has no plans to progress with a SMS at this time. A target of the Regional Road Safety Plan (2004) Action Programme is for all Road Controlling Authorities to have a SMS in place by the start of the 2007/08 year.

4.9.2 Road Safety Campaigns

“Stop, Look, Live” Pedestrian Awareness Campaign

Greater Wellington’s Regional Road Safety Campaign “Stop, Look, Live” commenced 12 March 2007. The campaign consisted of four weeks’ advertising in local regional papers, inside 16 buses in the region for six weeks and inside Tranz Metro trains.

The campaign targeted pedestrian road safety drawing on the theme developed by Wellington City Council, whose citywide “Stop, Look, Live” Pedestrian Awareness Campaign was launched in December 2006.

5. Communication

Communications are initiated by the relevant agencies by project.

6. Recommendations

It is recommended that the Committee:

1. *Receives the report.*
2. *Notes the contents.*

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- Attachment 1: Reporting Methodology
- Attachment 2: Passenger Transport Project status
- Attachment 3: Passenger Transport Activity status
- Attachment 4: Roothing Project status
- Attachment 5: TDM Plan Action status
- Attachment 6: Cycling Plan Action status
- Attachment 7: Pedestrian Plan Action status
- Attachment 8: Road Safety Plan Action status