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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 31 March 2007.

A comprehensive reporting methodology has been developed to update the Committee on the overall progress of all regional projects, activities, strategy and 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 which are required to regularly provide updated material for this report.

In response to a request by the Committee, ONTRACK has provided an update for inclusion in this report. A separate report to the Committee on the Transmission Gully Motorway Project is now prepared by Transit New Zealand.

## **4. Progress**

The following provides a brief summary of the highlights during the third 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)**

- New rail carriages for the Wairarapa service are currently being manufactured with the first trainset expected to be in service by the end of May 2007. The whole fleet (18 carriages in total) will be fully operational by December 2007. A launch event to celebrate the first carriages going into service is scheduled for 14 May. RLTC members will have received invitations to this event.

#### **4.2.2 New Rolling Stock – new Electric Multiple Units (EMU) procurement**

- EMU procurement is currently out for tender with a closing date of 8 May 2007. The quantity of EMUs has been increased from 58 to 70 units (additional 12 units for the Western Line) with expected delivery in 2010.

#### **4.2.3 Bus Stop and Shelter Maintenance – Metlink signage**

- New Metlink standard bus stop signs are in place throughout the region with route number application completed. Bus stop addresses are currently being added. Wellington CBD Metlink signage manufacture is underway with completion expected by November 2007. Three units have been installed on Courtenay Place and one on Lambton Quay.

### **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 Wellington City bus services

- The disruption to Wellington City bus services experienced in February 2007 due to timetable rescheduling has been resolved.

#### 4.3.2 Wairarapa bus services

- Tenders for existing Wairarapa bus services plus service improvements closed 23 March 2007. Negotiations with successful tenderers are expected to be complete in April 2007.

#### 4.3.3 Trolley bus contract

- New trolley bus contract is currently under negotiation and progressing very well. Two prototype trolley buses with improved accessibility are expected into service by end of 2007.

### 4.4 ONTRACK update

#### 4.4.1 Significant network operational issues

##### **North Island Main Trunk Line - Wellington to Paraparaumu**

In January and early February there were three significant track circuit failures around Paraparaumu, related to a third party power supplier who supplied power by generator in a planned power shutdown. In each case a different component failed that had previously been stable. ONTRACK believes that the electronics were stressed through a difference in supply frequency. Until the circuit is replaced as part of the planned track duplication project, further testing and mitigation will be required.

##### **Wairarapa Line - Wellington to Masterton**

There was one significant delay in January due to track maintenance works.

##### **Johnsonville Line**

There were two significant delays in March due to points failures.

##### **Gracefield Line**

There were no issues during the quarter.

#### 4.4.2 Catch up maintenance works

- A long term project to replace overhead support poles and wires is now underway
- Additional general maintenance was undertaken over the summer period to increase reliability.

#### 4.4.3 Improvement works

The following works have been undertaken in preparation for the arrival of the new Wairarapa carriages:

- Off site precast concrete work is underway for Wairarapa platform upgrades. Site works are expected to be complete by August 2007
- A yard design for Masterton stabling has been completed and materials are now being sourced
- Track lowering work has been carried out at Carterton.

The rearrangement of MacKays level crossing for Queen Elizabeth Park entrance has been completed.

#### 4.4.4 Planning activities

The following planning activities have been undertaken:

- A review of network service levels associated with the new EMUs is underway
- Options for double tracking from MacKays to Lindale and Waikanae are being developed in consultation with GWRC officers
- An initial scheme for partial double tracking of Pukerua Bay to Paekakariki (North-South Junction) is being investigated in consultation with GWRC officers
- Initial scheme drawings for a third bi-directional track to deal with the capacity constraint at the Kaiwharawhara Throat area have been completed.

Delivery of all these proposals is subject to funding.

## 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 MacKays Overbridge (Western Corridor)

- rail overbridge opened to two-way traffic 15 December 2006
- official opening held 24 March 2007
- completion of minor works expected end April 2007.

### 4.5.2 Inner City Bypass (Ngauranga to Airport Corridor)

- new northbound road opened 28 December 2006
- new southbound route (Vivian Street) opened 25 March 2007
- Ghuznee Street converted from one-way to two-way on 25 March 2007, completion work continues.

### 4.5.3 Centennial Highway Median Barrier (Western Corridor)

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

Other roading project progress to note includes:

#### 4.5.4 Dowse to Petone Grade Separation (Hutt Corridor)

- tender evaluation is complete with award imminent
- construction to commence August/ September 2007
- completion expected in 2010/11.

#### 4.5.5 Paekakariki intersection with SH1 (Western Corridor)

- Seagull island option approved by Transit New Zealand Board.

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

- an investigation by Transit New Zealand is underway.

Kapiti Coast District Council is the lead agency on the Western Link Road project (Western Corridor). Western Link Road Stages 1-3 are progressing. Resource consent applications for Stage 1 are nearing completion. Further work on Stages 2 and 3 is reliant on Stage 1 completion (see **Attachment 4**).

Wellington City Council is the lead agency on the Waterloo Quay Rail grade separation project (Ngauranga to Airport Corridor). Progress on the Waterloo Quay Rail grade separation is relying on evidence of sufficient rail activity. The project requires a business case from CentrePort before commencing. The need for grade separation may initially be driven by the Harbour Quays development on the waterfront. At this stage CentrePort is not developing a business case; rather the grade separation project is on hold pending more certainty around the development proposals for Harbour Quays (including the indoor sports centre). A revised timetable for grade separation will be determined once this has been resolved.

### 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 has become a signatory to the NZ Urban Design Protocol, confirming the Council's commitment to promoting the integration of land use development, urban design and transport. Greater Wellington's NZ Urban Design Protocol Action Plan is currently being prepared and will include sustainable transport planning actions. There is also a commitment under the Wellington Regional Strategy for all councils in the region to sign up to the Protocol and to develop and implement a regional action plan. Greater Wellington Transport Policy & Strategy is also actively involved with the Regional Policy Statement review.

## 4.6.2 Greater Wellington's Travel Plan Programme

### **School Travel Plans (STPs)**

- Titahi Bay School (Porirua) is actively engaged in the travel plan process with senior students coordinating a "Planning for Real" exercise in April 2007 in which the school community will identify issues that affect their journey to and from school. The travel plan working party is developing strategies to overcome barriers to sustainable travel modes and with input from the Police and Porirua City Council, is looking to address speed and parking issues. A "Safety in our Community" evening is scheduled for 23 May 2007.
- In Upper Hutt, Maoribank and St Joseph's Schools are undertaking travel surveys as part of their plans in the first weeks of Term 2. St Joseph's school is developing their travel plan as part of an enquiry-based learning programme and will present their plan to other schools in Upper Hutt to demonstrate the effectiveness of this study method whilst promoting travel plans.
- Douglas Park School, in Masterton, is keen to develop a travel plan and is looking to include local colleges in the process.
- GW is assisting Wellington City Council in the assessment of schools that undertook the City Council's "Safer Routes to School" programme. Redwood School has shown interest and will shortly set dates for the initial travel survey.

### **Other Regional School Travel Plan Activity**

- Kapiti Coast District Council has funding from Land Transport NZ for school travel plans. Greater Wellington is working with their consultant to develop travel plans at Kenakena School, Paraparaumu Beach School and Paraparaumu College. Greater Wellington is sharing survey tools, guidelines and templates to facilitate the implementation of these plans.

### **Workplace Travel Plans (WTPs)**

- Greater Wellington is working with numerous organisations to assist them with developing travel plans within their own organisations including Greater Wellington, Victoria University of Wellington, Ministry for the Environment, Ministry of Transport, Shell NZ and Wellington City Council. Greater Wellington is in discussion with the following organisations who are also interested in developing travel plans: Hutt City Council, IRD, Ministry of Health, Housing New Zealand and Treasury.
  - Victoria University's research phase is underway with their staff and student survey completed on the 26 March 2007. Two days of focus groups were recently completed and the draft access review has been prepared.

- Greater Wellington's research phase is underway with the staff survey, focus groups, site and policy audits and human resource policy audit completed. The travel report summarising the above research plus a vehicle fleet audit will be completed by 4 May 2007.
- The Ministry for the Environment has begun the set up phase and will hold their first working party meeting on 18 April 2007.
- Shell NZ has recently signed a confidentiality agreement with Greater Wellington and we are awaiting signatures on the Partnership Agreement to join Greater Wellington's Travel Plan Programme.
- Capital and Coast District Health Board (C&CDHB) has completed the second phase of their travel plan which consists of a travel plan for patients and visitors. The revised C&CDHB Travel Plan will be presented to the C&CDHB Executive Management Team for their approval in May 2007. C&CDHB has a budget plan of \$40,000 for implementation of travel plan measures in 2007/08 submitted with their current budget plan process. Approval of the budget is expected at the end of April. The final funding submission for this project has been submitted to Land Transport NZ and is awaiting approval.
- Greater Wellington continues to work with Govt3 agencies on travel planning, in particular the six agencies that have committed to become carbon neutral by 2012: Ministry for the Environment, Ministry of Health, Inland Revenue Department, Ministry of Economic Development, Department of Conservation and The Treasury. All Govt3 agencies are required to submit an emissions reduction plan to the Ministry for the Environment by February 2008 and business travel, particularly air flights, will play a large part of these plans.

#### 4.6.3 Other TDM Activities

##### **Short Trip Reduction in the Wellington Region – Sustainable Management Fund Project**

- This project is using a Community Based Social Marketing approach to prompt voluntary behaviour change for short trips currently being taken by car within the Lower Hutt community. The Sustainability Trust is a project partner with Greater Wellington. The project commenced 1 July 2006 and is to be completed by 30 June 2007 with final report and findings submitted to the Ministry for the Environment's Sustainable Management Fund.

#### 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 aims to increase awareness of cyclists' needs in the Wellington Region. The Forum comprises representatives from the Road Controlling Authorities, regional government agencies (including NZ Police and Land Transport NZ), local cycling advocacy groups and cycling clubs and other interested parties.
- The Forum meets quarterly with the following objectives:
  - To take account of cyclists' needs through traffic design and management
  - To raise motorist awareness of cyclists
  - To raise cyclist awareness of their road safety needs
  - To advocate cycling as a benefit to the community
  - To encourage information sharing across the region for cyclists
  - To monitor the activity of all Forum member organisations
  - Regional Cycling Strategy monitoring and agency reports.

#### 4.7.2 Cycling Skills for Adults

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

- In 2006 a Greater Wellington survey identified that the visibility of cyclists at night was an issue and the “Stand out at night. Be bright on your bike” campaign format was developed.
- The cyclist education campaign targeting all cyclists is to be repeated commencing 26 March 2007 (just after the end of daylight saving). Colour advertisements in community newspapers throughout the region will run for six weeks.

#### 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.
- A project to investigate an interactive, web-based version of regional cycling maps is underway. Various options including utilising Metlink Journey Planner and the modal maps that Greater Wellington uses for travel plans are being considered.

#### 4.7.4 Group Rides

- Greater Wellington again promoted cycling throughout the region during the Bike Wise week Mayoral Challenge programme. Greater Wellington worked in partnership with local authorities to organise the following events:



- Porirua Family Wheels Day with Porirua City Council held Saturday 17 February 2007, achieved 400 participants (152 in 2006)
- Bike the Bays with Wellington City Council held Sunday 24 February 2007, achieved 1,800 participants (690 in 2005)
- Bike the Trail with Hutt City and Upper Hutt City Council held Sunday 4 March, achieved 986 riders (1040 in 2006).

## 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)

- This campaign highlights the benefits of walking, raises the profile of active journeys to and from school and challenges parents to consider travel behaviour changes.
- The campaign aimed to increase the number of children walking to and from school by promoting the benefits of making the trip on foot and consisted of three strands: Walk to School Week (5-9 March 2007), Walk to School Day (7 March 2007) and Walking Wednesdays throughout Term 1 of the school year.
- GW invited 70 schools to participate with advice from Road Safety Coordinators, Regional Public Health staff and Sport Wellington Active School facilitators. Overall results for participating schools in the region showed:
  - 38 % of children walked to school prior to Feet First
  - 47% of children walked to school during Walk to School Week
  - 74% of children walked to school on Walk to School Day.
- Individual Wellington region schools showed some very impressive results:
  - Kapanui School (Kapiti Coast) had the region’s highest percentage walking on Walk to School Day (96%) and just missed out on a national prize. This figure is most impressive as only 27% of students were walking to school prior to Feet First.
  - Ridgeway School (Wellington City) achieved figures of 94% walking on Walk to School Day and are now establishing three Walking School Bus routes at the school.
  - Titahi Bay School (Porirua City) recorded 247 students walking from a school population of 288 (86%).

#### 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 of 50 public transport nodes have been audited and reported to the Territorial Authorities and Greater Wellington Public Transport Division for implementation through the Quality Partnerships Agreement (QPA) process. The remaining rail stations are currently being audited with a final report due in June 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 one have a SMS either under development or in place with implementation under way.

##### 4.9.2 Road Safety Campaigns

###### **"Stop Look Live" Pedestrian Awareness Campaign**

- Wellington City Council commenced a city-wide campaign in December 2006 and this has been extended to a regional road safety campaign starting from March 2007.

##### 4.9.3 Risk Targeted Patrol Plans (RTPP)

- RTPP have been rebranded "Crash Targets"
- A pilot crime and crash risk targeted deployment process has been implemented in the Wellington Police Area. The integrated approach to crime and crash high risk issues and crash hot spots means police are able to deploy more effectively. Through this process the NZ Police will be able in due course to measure the impact of the enforcement on the identified high risk (crime and crash) issues. The aim is to extend the new process to other police areas in the Wellington District during the 2007/08 year.

## 5. Communication

Communications are initiated by the relevant agencies by project.

## 6. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***

Report prepared by:

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