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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 projects, activities and action programmes of the Regional Transport Programme in the Regional Land Transport Strategy (RLTS) 2007 – 2016.

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 RLTS 2007- 2016 Regional Transport Programme, as reported by the lead agencies. Progress is reported for the quarter to **30 September 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 first quarter of 2007/08.

4.1 Ngauranga to Airport Strategic Transport Study

The study project team comprises officers from Transit New Zealand, Wellington City Council and Greater Wellington, assisted by consultants OPUS. The second phase of the Study continued this quarter with the development of options for improving the transport network. Consultation on the various options will begin prior to Christmas.

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

- All eighteen new Wairarapa carriages are now in service and the project is complete.

4.2.2 Wairarapa rail station upgrades

- All scheduled Wairarapa Rail Station upgrades have been completed. These included platform extensions or installation (Matarawa), lighting, seating and signage improvements, new shelters, additional car parking and CCTV installation.

4.2.3 MacKay's to Waikanae double-tracking (double-tracking and electrification to Waikanae)

- Greater Wellington and Land Transport NZ have approved double-tracking and electrification to Waikanae.

4.2.4 New rolling stock – new Electric Multiple Units (EMU) procurement

- A preferred tenderer for EMU procurement has been selected and the supply agreement signed. Delivery is expected to commence in early 2010 and be completed by early 2011¹.

4.2.5 Bus stop and shelter maintenance – Metlink signage

- The new Metlink signage project is complete.

4.2.6 Real time information

- The real time information business case is under preparation by consultants MWH (due in November 2007).

4.2.7 Integrated ticketing

- Consultants Booz Allen Hamilton have investigated the scope of an integrated ticketing system. Options include electronic ticketing for rail only initially or combined rail and bus from the outset.

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 for the quarter.

4.3.1 Trolley bus contract

- Two prototype trolley buses with improved accessibility are expected to go into service in early 2008.

4.3.2 Wairarapa bus services

- From 30 July 2007 Wairarapa bus users were able to use 10 trip tickets on both Transit and Wairarapa Coachline services.
- Metlink WairarapaPlus combined bus and rail monthly passes became available on 1 September 2007.
- New wheelchair accessible co-branded Metlink buses were introduced in Wairarapa at the end of September 2007.

4.4 ONTRACK update

4.4.1 Significant network operational issues

North Island Main Trunk Line (NIMT) - Wellington to Paraparaumu

- In early July 2007 weather affected the track circuits between MacKays Crossing and Paraparaumu causing delays up to 15 minutes.

¹ The EMU supply agreement was signed by Rotem/Mitsui on 13 November 2007.

- In early August 2007 a fibre optic cable at Mana was cut affecting signal communications which caused major delays to services as far a field as Auckland.
- Some minor issues resulting in delays of up to 10 minutes occurred over the quarter and are summarised below:
 - Signal system failure (including power) 2 instances
 - ONTRACK staff delaying trains 2 instances
 - Overhead traction fault 1 instance

Wairarapa Line - Wellington to Masterton

- There were no significant issues during this period.
- Minor issues causing delays of up to 10 minutes:
 - Signal system failure (including power) 1 instance
 - Overhead traction fault 1 instance

Johnsonville Line

- In late July 2007 a broken rail at the end of the line caused services to be terminated at Khandallah.
- Minor issues causing delays of up to 10 minutes:
 - Signal system failure (including power) 1 instance
(lightening strike)
 - ONTRACK staff delaying trains 1 instance
(communications problem)

Melling and Gracefield Lines

- The Gracefield 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.
- There is nothing to report this quarter.

4.4.2 Catch up maintenance works

- Continuation of the pole replacement programme including:
 - Approximately 100 poles now replaced
 - Inspection of 25% of total poles completed
 - Three areas on the NIMT identified as urgent (tender is imminent)
- Signalling and track works continue under normal programmes.

4.4.3 Improvement works

- This period saw the successful completion of the Wairarapa platform upgrade work and introduction of the new carriages.
- Funding for MacKays to Waikanae double-tracking project and the Johnsonville Line tunnel lowering project was approved by Land Transport New Zealand. Survey work and soil testing activities are well underway. Contract management/engineers were appointed.

4.4.4 Planning activities

- Engagement of management/engineering consultants for the Johnsonville Line tunnel lowering and Kaiwharawhara to Wellington Throat projects.
- Workshop held with stakeholders on the MacKays to Waikanae double track project.
- Consultation with Greater Wellington over the preferred new EMU compliance continues.

4.5 Rooding Projects

Transit New Zealand is the lead agency for most of the strategic rooding projects identified in the RLTS. See **Attachment 4** for detailed progress. Progress to note on rooding projects led by Transit New Zealand includes:

4.5.1 Centennial Highway Median Barrier (Western Corridor)

- Barrier construction is complete.

4.5.2 Dowse to Petone Grade Separation (Hutt Corridor)

- Construction is underway
- Completion is expected in 2010/11.

4.5.3 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).

4.5.4 Western Link Road (Western Corridor)

Western Link Road Stages 1-3 are progressing. Designations have been obtained and work on Stage 1 resource consents is continuing with three of four consents approved. A funding application to Land Transport New Zealand has been made for advanced land purchase (see **Attachment 4**).

4.6 Travel Demand Management (TDM) Plan Activities

Greater Wellington oversees the implementation of TDM Plan 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 including transport functions.
- promote a comprehensive approach to ensuring that property, infrastructure or development under the direct control of Greater Wellington demonstrates good urban design principles.

An internal audit of Greater Wellington's facilities is underway, including: Metlink signage, Petone and Waterloo rail stations and cycle lockers. A summary report is due in December 2007.

4.6.2 Greater Wellington's Travel Plan Programme

School Travel Plans

The school travel planning project has continued to gain momentum and is exceeding expectations in terms of uptake and enthusiasm from the schools involved. Nine schools are now participating in the programme and others have expressed an interest. Greater Wellington's School Travel Plan Coordinator is working with a number of Territorial Authorities with their own complementary programmes. Excellent media coverage for the programme continues.

- Titahi Bay School (Porirua) is well into the implementation of the action steps of their school travel plan
 - student numbers walking to school have increased from 35% to 70%
 - students have created a road safety sign which is mounted on the school fence along with a large wall mural depicting the school's commitment to sustainable transport
- Maoribank and St Joseph's Schools (Upper Hutt), Douglas Park School (Masterton) and Redwood School (Tawa) are continuing to work on developing initiatives for their school travel plans
- Lakeview School (Masterton) is keen to begin its plan process as a major school initiative in Term 1 of 2008
- Kapiti Coast District Council has Land Transport New Zealand funding for school travel plans in their district. Greater Wellington is working with the

consultant on travel plans at Kenakena School, Paraparaumu Beach School and Paraparaumu College.

Workplace Travel Plans

Work continues with numerous organisations to assist them in the development of travel plans within their own workplaces including Greater Wellington, Victoria University of Wellington, Capital and Coast District Health Board, Ministry for the Environment, Hutt City Council, Shell New Zealand and the Inland Revenue Department.

- The Inland Revenue Department is the latest Government department to join the programme and will be rolling out a nationwide travel plan.
- Capital and Coast District Health Board is re-surveying staff two years after the initial survey, to determine current travel patterns and the impact of travel plan initiatives.
- Greater Wellington's Travel Plan was approved in June 2007. Recent actions include:
 - Greater Wellington's vehicle fleet was audited by an external consultant to identify where savings in costs, fuel consumption and emissions can be made while meeting operational needs. Following this audit, a new vehicle purchasing policy has been approved by EMT.

Greater Wellington hosted the second quarterly regional Workplace Travel Planner's Forum in September 2007 to assist those working on workplace travel plans in the region. Twenty attendees represented various organisations including the workplace travel planner from the Auckland Regional Transport Authority to network, share progress and lessons learned.

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

4.6.3 Other TDM Activities

- Greater Wellington CE Dave Benham initiated a challenge to over 30 chief executives and heads of organisations in the Wellington Region to "lead the way and leave the car at home for the day". Responses to the challenge were very positive. Many of the CE's challenged their own organisations to join them.
- Greater Wellington collaborated with Hutt City Council to run a World Car Free Day promotion.
- Investigation continues into the necessary changes to fringe benefit tax rules to encourage initiatives that contribute to sustainable travel.

“Getting Around” – Sustainable Management Fund Project

The Sustainability Trust (the Trust), via a contract from the Ministry for the Environment’s Sustainable Management Fund developed and implemented a community-based project targeting a reduction in vehicle kilometres travelled within Hutt City. The emphasis was on voluntary travel behaviour change. Greater Wellington and Hutt City Council partnered the Trust in the Getting Around project in 2006/07.

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.

Best practice from this project will inform a similar project with Wellington City Council and the Sustainability Trust in 2007/08.

International Charter for Walking

Greater Wellington signed the Walk21 International Charter for Walking in June 2007 to demonstrate its commitment to supporting healthy, safe and walk able communities.

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 Plan review

A review of the Regional Cycling Plan is underway. A background scoping and issues paper is being developed.

4.7.2 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.

4.7.3 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 Ministry of Transport) 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 Regional Walking (Pedestrian) Plan review

A review of the Regional Walking Plan is underway. A background scoping and issues paper is being developed.

“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.

Feet First 2008 will be a joint Greater Wellington and Land Transport New Zealand initiative celebrated from 3 - 7 March 2008 and now available to all primary schools in the GW region.

4.8.2 Public Transport Pedestrian Review

This review audits pedestrian access to significant public transport stations and recommends improvement programmes be developed by the Road Controlling Authorities.

All 52 transport stations have been audited and reported to the Territorial Authorities and Greater Wellington’s Public Transport Division for implementation.

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

- Community road safety campaigns are now managed by the Road Controlling Authorities on an as required basis. This can be as a result of the Road Safety Action Plan process.

5. Communication

Communications regarding the projects mentioned in this report are the responsibility of the implementing agency.

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: Roading 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