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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee on 8 September 2011

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

No decision is being sought in this report.

3. Catchment Management

3.1 Floodplain Management Plan Implementation Hutt

The contractor for the Boulcott/Hutt stopbank has commenced work with the establishment of his compound at the old Rentokil site. The work has involved the clearing of trees and the erection of a compound fence. The various management plans have been completed and work will now start on the raising of Connolly St.

Other Work

Work is continuing on the implementation of other FMP work including the Waiohine and Waiwhetu FMP's and the Lower Waitohu.

In relation to the Lower Waitohu work the matter will be discussed at the next committee workshop session to go through the next stages of the implementation plan.

3.2 Operations Delivery Activities

Hutt River

Staff have been preparing planting sites for both native and willow trees along the Hutt River. The area along the river trail realignment behind the Royal Wellington Golf Course is now ready for planting. A public planting day with the Golf Club, Hutt Valley Rotary Clubs and the community was held on Saturday, 27th August 2010. This work was successful with over 3000 plants put in.

Otaki River

Tree removal and bank reinstatement has been undertaken along the upper Taylor's stop bank. Staff have also been involved with a number of planting days and a memorial day for the late Barry Bayston, with the Otaki Friends Group. The Otaki river mouth was cut 20th July to reduce water build up behind the Rangiuru flood gates. The build-up of water was resulting in surface water flooding around a number of properties along Atkinson Avenue. Willow planting is underway and willow rejuvenation work, to cut back dying willows, is continuing.

Waikanae River

Track upgrading which included improving the drainage along the left bank of the Waikanae River has been completed. Mulching has been undertaken in preparation for willow planting and gravel extraction has been completed below Jim Cooke Park.

Western Watercourses

Willow clearing was undertaken along the Mangaone Stream and a number of large wind fallen trees have been removed from the Waitohu Stream. River mouth cuts were carried out on the Waimeha and Mangaone streams after storms caused them to block. Audit inspections have been completed for the Porirua Scheme including Seton Nossiter and Stebbings Dams. Audits of debris arrestors and flood gate are also continuing.

Wairarapa River Schemes

The work programmes for 2011/12 are being implemented with planting work now under way. Documentation associated with last years work, such as reporting on the extent of consented works and asset condition reports for the schemes has been completed.

Dr Russel Norman was hosted on a visit to the Wairarapa to look at the management of the rivers and the issues facing the department. Fish and Game also attended the meeting. We believe the meeting was successful in putting across our reasons for the management approach we take. The challenge was also given to Dr Norman to assist us to "do it better" by convincing his parliamentary colleges to get further government input into river management

and in particular the provision of funding, more scientific research and the clarification of land ownership and access.

The outlet to the sea from Lake Onoke has been blocked by gravel thrown up by heavy seas on a number of occasions over the last few weeks. The lake opening processes have proved more challenging than normal due to the number of southerly fronts causing small windows of opportunity in which to open the lake.

The process for opening Lake Onoke and the associated operation of the barrage gates has been questioned by some local landowners adjacent to the Wairarapa lakes. A presentation to the LWVD Scheme committee is planned for the 30 September to respond to these questions and to ensure a wider understanding of the complexity of both operations.

Drainage Schemes

A review of the long term plans for the drainage schemes and annual scheme meetings for the five pump schemes has been programmed to be undertaken in November. There are currently no operational or budget issues to report.

River Management Resource Consents

The two Hutt River gravel extraction consents applications continue to be processed. Additional information has been provided for the Hutt River mouth application and the Consents Department is currently finalising proposed conditions for consideration by the submitters. A legal opinion has been requested to clarify notification issues relating to the Hutt river wet gravel extraction consent.

Further information has been requested by the Consents Department for the application to change the conditions of the Wairarapa river management consents. Discussions are currently being held with the Consents staff on some of the details of possible conditions associated with the consent.

3.3 Asset Management and Planning

Asset Management

The SAP Asset Management Project is progressing well and has identified a number of issues and improvements. The current focus of the project is to ensure we have a well structured and robust data set. Initial data checks have been completed on 75% of the records; however the Lower Valley Scheme will require further adjustment to align with the standard format.

The data will be uploaded into the SAP Test Environment to enable further data checking and system changes such as:

- Creating data for equipment types that are linked to work centres, planner groups etc
- Reorganising finance characteristics

- Updating equipment class to ensure consistency and accuracy
- Removing obsolete equipment classes
- Adding cause and damage codes
- Creating activity(tasks) codes
- Updating functional locations

We have been working closely with the ICT who have assisted with the data management and uploading within the SAP Plant Maintenance module.

3.4 Investigations, Strategy and Planning

Waingawa River Scheme Review

Following a workshop on the status of the Waingawa River Scheme Review it has been decided to expand the scope to align with the departments overall Floodplain Management Planning approach. A key driver in the need to expand the scope has been the upcoming renewal of the resource consents for the scheme. As part of the agreement with major stakeholders with an interest in the management of the scheme it was agreed that a more comprehensive approach was required than has been used in the past. This agreement will also affect the other rivers in the Wairarapa but the Waingawa is the first to need to change as its global consents come up for renewal in 2013.

Tawaha Catchment Diversion

The project to upgrade the drainage from the Tawaha floodway by upgrading the drainage efficiency of the Whakawiriwiri Stream is progressing. A consultant has been appointed to lead the work, the stream survey has been completed and we have commenced the preparation of the land ownership and agreement information necessary to implement the works. We plan to have the resource consents lodged by the beginning of 2012 and the construction commenced before June 2012. This timetable will be dependant of no appeals being lodged.

Other investigations

Other investigation progressed have been

- Wainuiomata River Flood Hazard Maps & Design Channel: Work is continuing on updating the flood hazard maps as recommended at the Hutt Valley Floodplain Management Sub Committee.
- Pinehaven Flood Hazard Assessment is progressing on conjunction with UHCC. A range of mitigation options have been developed for consultation with the community.

Technical Advice

We have continued to receive 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.

A presentation was given to a regional meeting of Civil Defence controllers to make them aware of the advisory work GW undertakes and how this can be used during a flood event. The attendance at these meetings is part of an ongoing effort to make sure the flood hazard information we have is used across the region to reduce the impacts of floods both in directing inappropriate development away from floodable areas and in the response of the community during a flood event.

4. Public Transport

4.1 Public transport operations

4.1.1 Rugby World Cup

Councillors were updated on the planned use of special shuttle buses for this event in June.

Provision for extra services to suburbs has also been made where an on-duty bus controller at Lambton Interchange will call buses back after completion of shuttle services if there are still a number of people waiting at the Interchange. These will not be scheduled advertised services, but would operate along standard bus routes as required.

The bus and rail situation will be closely monitored during the tournament and changes may be made to capacity levels if needed. Following each match there will be a debrief with transport operators so that any issues that are identified can be remedied for the next game.

4.2 Infrastructure

4.2.1 Kapiti Stations

Work is continuing to try to control the water leaks at Paraparaumu Subway cause by the water table below. Minor adjustments to water drainage and completion of the wall tiling will be complete by the end of September 2011.

Replacement of the few remaining non-Metlink branded signs will shortly be completed at Paraparaumu railway station. The signage upgrade project, which included provision of a number of directional informational signs at this location, will then be finished.

4.2.2 Station Priority

Officers will present the proposed station priority summary for councillors at a workshop in September 2011. The presentation will cover immediate works

that are required to stations and station buildings. Opportunities for increased car parking will also be presented at the workshop.

4.2.3 Waterloo Interchange

Waterloo interchange lighting programme has now been completed with phase 3 of the platform and canopy bulb replacement and cleaning making a significant difference in lighting levels. Emergency lighting has also been revamped with the replacement of 24 emergency power packs which provide emergency cover for the whole Waterloo complex.

4.2.4 Park and ride

The first year of the rail commuter car park maintenance programme has been completed and it is pleasing to note that there have been fewer complaints regarding pot holes, lighting and the general condition of car parking areas. The maintenance programme for 2011/12 is currently being developed and this will address immediate failures as well as progressing the ongoing re-sealing programme.

4.2.5 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.

4.2.6 Bus stops

Seventy-seven new bus stop train replacement signs have been installed at key sites close to train stations. Commuters now have a clearly designated place to wait for rail replacement buses.

Two new electronic “buses replacing train” signs have being trialled at Plimmerton and Paraparaumu. These signs can be activated and deactivated remotely when buses are replacing trains or in the event of an incident.

4.3 Real time information (RTI)

4.3.1 Installation progress

At the time of writing 31 RTI displays have been installed at bus stops around Wellington City with another 20 expected to be installed and active by 2 September.

4.3.2 RTI System Performance

With bus passengers becoming used to RTI, there have been a number of queries about what users can expect on a practical level, and the level of performance that the system will achieve.

One of the most frequently asked questions has been why (at certain times and locations) the departures for some services are shown as scheduled, rather than predicted times. This is most commonly at the origin points of bus routes, and is because the bus concerned has not yet begun its route. This may be due to a bus positioning from the depot 'out of service', or being parked at a terminus (for a scheduled driver break) with its engine switched off. In these circumstances the system has no visibility of the bus, and cannot begin to predict progress until the service is begun. However, once this has happened, the scheduled times will change to real time predictions for that service on all stops along the route.

Unlike many RTI systems, Greater Wellington's actively avoids this problem as far as is possible, through knowing what route (or routes) a bus is scheduled to begin, following the one it is currently engaged on. The system generates predicted departure times based on the time it estimates the bus will begin the route in question.

In isolated cases the system may not be able to register a bus if the driver has signed on to the journey incorrectly. This is apparent to operational management staff and can be rectified. We have received some very detailed feedback from interested users, which is helping us in partnership with the bus operator to optimise operational practices and driver actions for the purposes of RTI.

4.4 Service Reviews

4.4.1 Wellington

A joint Greater Wellington and Wellington City Council workshop will be held on 6 September 2011 which will provide an update on progress and seek feedback on potential options before full public consultation.

A paper will be presented to the 13 October 2011 meeting of this Committee.

4.4.2 Wairarapa

Submissions are now closed on the Wairarapa review and over 800 responses are currently being processed. A Public meeting was held in Masterton on 19 July. Options are being developed for possible consultation towards the end of 2011.

4.4.3 Otaki

The first Reference Group meeting was held in Otaki on 26 July. The Reference Group endorsed consultation with the community on two weekday and weekend bus service options. These bus services options have been developed in response to the 117 responses received during the initial community consultation and would not increase the cost of operating the service. These options will be consulted on from 26 September to 23 October to allow for service changes to be implemented early in 2012 as outlined in the Terms of Reference.

4.4.4 Fare Structure Review

As part of a requirement by the New Zealand Transport Agency and a key component to moving to integrated ticketing and fares a network-wide fare structure review is about to commence. It is intended the review will be complete by the middle of 2012 and will include public consultation. Further details on this review will be provided to Councillors at a workshop in October 2011.

4.5 Regional Public Transport Plan

The Hearings Subcommittee considered submissions during August and will report back to this Committee on 13 October 2011.

4.6 Rail Rolling Stock

4.6.1 Matangi trains

At the beginning of September 2011 42 Matangi cars (21 two-car units) were in Wellington and 28 cars (14 two-car units) are available for regular revenue service. Six-car and four-car trains now run in regular peak services on the Hutt and Kapiti Lines.

A reported issue with the auxiliary power units (APU) which took the units out of service for one day in May has been resolved with the retrofitting of a redesigned internal component. All units are expected to be retrofitted, at the manufacturer's cost, by the end of October.

On 22 August Rail Safety Week was launched in Wellington with the arrival of a specially wrapped Matangi to waiting media and dignitaries at Wellington Station.

On 23 August we gave the Prime Minister, the Associate Minister of Transport and about 100 Kapiti primary school kids a lift from Paraparaumu to Waikanae to signal the start of Matangi services on the Kapiti Line.





4.6.2 Ganz Mavag refurbishment

The prototype refurbished two-car unit entered peak hour revenue service on 19 May 2011 as part of a six-car train. Thus far the performance has been very good, and some further reliability issues have been identified and resolved.

GW is discussing the scope elements, terms and conditions, and timeframes for a full refurbishment programme with KiwiRail while we await the final performance report on the prototype. We expect to conclude the funding and procurement arrangements with NZTA in September.



5. Recommendations

That the Committee:

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

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