

Report 12.328
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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee

1. Purpose

To inform the Committee of Greater Wellington's 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

3.1.1 Boulcott/Hutt Project

The Boulcott/Hutt project is progressing to the shortened programme, i.e. to complete the project by June 2013. The stopbank from Mills Street to the former Boulcott course boundary is substantially complete. Footpaths, top soiling and grassing remain to be done in some sections. The contractor is currently working with river gravel to form the landscaping fill along the stopbank to incorporate the golf course features. The low bund and the golf course features required for the Interim Course are complete.

Three of the five retaining walls at Connolly Street are complete and the contractor is currently working on the remaining two walls. Road traffic is now diverted on to the new road aligned. The road surface has been chip sealed in preparation for the final surfacing. The contractor has had to carry out continuous maintenance works on the chip seal because of the prevailing wet weather. The contractor expects to seal the road with asphalt before the end of September 2012.

Two residents from Ariki Street have complained about privacy and noise issues from the new road. These two properties are now more 'exposed' to the south bound traffic on the new raised road. We will provide some plants along the edge of the road, from the stopbank south, to shield these houses. We expect to have these plants in ground by 10 August 2012. The traffic noise from the chip seal would be greatly reduced when the road is sealed with asphalt. Traffic barriers and fencing will also be undertaken within the next month. It will, however, be another twelve months before the plants start to provide any screening from noise and sight lines.

The detailed designs for the reinstatement of golf course features affected by the stopbank are now complete. The schedules have been sent to a golf course contractor for pricing. We expect to get a contract price in the first week of August for discussion with the Golf Club.

3.1.2 City Centre Stopbank Project

The Planning and Design phase of the City Centre project is commencing this financial year. The table below shows a summary of timing for key activities, as currently programmed in the LTP. We have, however, commenced the project scoping as preparation for the proposed meeting with the Mills Street residents.

Activity	Timing
Commence Project scoping	Nov 2012
Consultation with affected parties <ul style="list-style-type: none"> • Identify key issues • Discuss options • Comment on draft planning application 	2013 – 2015
Lodge Application and hear Submissions	2015
Detailed design and tendering	2015/16
Construction of stopbank and river channel <i>Note: Works will be completed in a progressive manner over the 5 year period. The sequence of works will be determined through the consultation and planning approval process.</i>	2016 – 2021
Land purchase negotiations (good faith) <i>Note: At any time GW will consider purchasing land from the individuals GW has identified as being required for the works, if the owners wish to sell. (willing buyer willing seller)</i>	2012 – 2018
Public Works Act acquisitions (failing good faith negotiations)	2018 -2020

We will arrange the meeting with the affected residents in Mills Street, in September 2012, to explain the above programme and also to discuss any issues related to the construction timing.

3.2 Operations Delivery Activities

3.2.1 Western Rivers and Streams

All programmed work for the 2011/2012 year was undertaken and year end processes are complete. Further channel shaping is underway in the Hutt River around the Kennedy Good Bridge in accordance with the wet gravel extraction consent. The gravel is being extracted for the Boulcott Stopbank Project. Rock line maintenance has been undertaken above the Silverstream Bridge, and staff are now busy preparing for the willow and native planting season.

A lot of work has been carried out cutting, mulching and removing old willows in the Otaki River. These areas will be replanted to establish a healthy willow buffer along the river edge. One of the rock groynes at Tracey's has been topped up to stop further erosion.

A combination of storms and spring tides has kept the western coastal rivers and streams high over the last month. The Mangaone Stream mouth has been cut twice and staff are monitoring other rivers.

Maintenance of all streams and drains is now complete and the Kapiti drains have also had final clearing runs completed.

3.2.2 Wairarapa River Schemes

Work has now commenced on the work programmes for 2012/2013 which is largely planting and beach vegetation clearing at this time of the year. Due to weather conditions the Lake Onoke outlet to the sea has blocked 14 times this year compared with a typical year when eight or nine blockages occur.

A meeting of all the Wairarapa River Schemes Chairs was held on 25 July to share their views on how the various schemes are progressing, and to talk about the future direction of flood protection activities in the Wairarapa.

3.2.3 Recreation Activities

A number of planting days have also been held over the period in both the Hutt and Kapiti Rivers and more are planned during the next two months.

3.2.6 River Management Resource Consent Applications

Progress with the Global Consents Project for flood protection maintenance and operations has started to pick up. Since the last report, Tonkin and Taylor Ltd have been appointed as consultants to prepare the consent applications for the western global consents. Two workshops with staff from across Greater Wellington have already been held as part of this project. Work on the Environmental Monitoring and Code of Practice is continuing.

3.3 Investigations, Strategy and Planning

3.3.1 Waiwhetu Floodplain Management Plan (FMP)

SKM Ltd have been appointed to complete the design and cost estimation work for the four option combinations.

Development of the environmental strategy has continued, and will run in tandem with further floodplain management plan development.

3.3.2 Pinehaven Stream Floodplain Management Plan

A multi-criteria analysis has been completed to assist with the selection of options (Phase 2 of the FMP process). A range of options was presented to the community in July 2012. The project steering group will consider the outcomes from the consultation, and present the preferred combination of options to the Hutt Valley Floodplain Subcommittee in September 2012.

3.3.3 Waikanae River Floodplain Management Plan Review

The FMP review, which was consulted on with the wider public in 2011, is being finalised internally and will be sent to Kapiti Coast District Council by the end of July 2012 for final comments and approval. It will then be presented to the Economic Wellbeing Committee in September before being officially published in October 2012.

3.3.4 Otaki River Floodplain Management Plan Review

The scoping report is being finalised, and the review will then begin with information gathering and discussions with FMP stakeholders. The draft report for internal and external consultation is expected by the end of November 2012.

3.3.5 Waiohine River Floodplain Management Plan

Option combinations have been developed and were presented to the FMP Committee. Two preferred options were identified which are going through a sensitivity process before being finalised to be presented at a wider community consultation process at the beginning of September 2012.

Following the wider community consultation process the preferred option, after sign-off by all concerned parties (end of Phase 2), will be taken forward into Phase 3 (detailed design).

3.3.6 Waingawa River Floodplain Management Plan

The Scoping Report has been completed following internal and external consultation. The findings of the report are to be reported back to the Scheme Committee on 15 August 2012, and will include the next stage of the implementation and the anticipated timeframe.

3.3.7 Waipoua and Upper Ruamahanga River Floodplain Management Plan

The scoping of the FMP for the rivers is underway with the appointment of the consultant Boffa Miskell. The anticipated completion date of a draft Scoping Report, for consultation with all internal and external parties, is the end of August 2012. A workshop item on the potential structure for community input into the process is being planned.

3.3.9 Other Investigations and Project Support

Other investigations and project support include:

- **Wainuiomata Stream Flood Hazard Map**

The Hut Valley Floodplain Subcommittee endorsed the outcome of the investigations and approved the publication of the new Flood Hazard Maps as well as the text to be adopted by Hutt City Council in their LIM Reports. A copy of the revised plans and the information to be contained on the LIM's is to be sent in a joint letter from GW and HCC.

- **Tawaha Catchment Diversion (Whakawirwiri Stream)**

Landowner consultation based on the draft resource consent application is underway.

The Department of Conservation (DoC) has been consulted and confirmed that they have no objections to the proposed works.

A resource consent application will be lodged in August 2012. Actual construction works are scheduled to commence in January 2013 providing the consent decision is not appealed.

4. Public Transport

4.1 Rail Operations

4.1.1 Track Access Negotiations

Greater Wellington is continuing to negotiate with KiwiRail to secure a Track Access Agreement and Common Access Terms. Greater Wellington had an interim agreement that expired in July 2012. A further interim agreement for the 2012/2013 year has been agreed to enable more time to be spent on the negotiations of the long term Track Access Agreement. A contributing factor to this decision was the negotiation of the Auckland Track Access Agreement which was finally signed in early July 2012. This agreement will be the basis for the Wellington agreement.

4.1.2 Matangi

As of 30 June 2012 a total of 36 Matangi units have been commissioned and available for service. Weekend train services have been fully delivered by Matangi since 26 May 2012 and the initial programme for train crew training was completed on 4 June 2012. Both Ganz and Matangi trains deliver the peak

services with Matangi delivering the off peak services. Ganz trains are still available for off peak services on an as required basis.

The utilisation of the Matangi fleet continues to improve. The current average weekly mileage per unit is about 1,450km, which is nearing the target figure of 1,750km. It is expected that further improvement in usage will be seen as the current coupler issue is resolved.

4.1.3 English Electrics

The full English Electric fleet has been withdrawn from service with the last operational run occurring on 25 June 2012, a week short of 74 years since they were first introduced into service. They are now largely stored at the KiwiRail Hutt Workshop, although this has reached capacity. We are working with KiwiRail on future storage options for the English Electrics.

We have a strong expression of interest from an off shore party regarding the purchase of 20 carriages. Due diligence is being undertaken although the purchase is also reliant on KiwiRail undertaking some refurbishment work in order that the trains can be made operational.

The Trade-Me auction resulted in a high level of interest and one 2 car set being sold. We have three further groups who have expressed an interest in purchasing 2 car sets plus one group seeking to form a trust in order to purchase the three car “Cyclops” set. A home is being sought for “Pheonix”, which we would like to preserve for historical reasons.

4.1.4 Ganz Mavag

Five Ganz Mavag units have been withdrawn from service due to the growing Matangi fleet. The Ganz fleet has been placed on a minimal maintenance plan with those units being withdrawn from service being used to provide parts for those units remaining in service. A withdrawal from service plan has been developed and will be implemented when and if required.

4.1.5 Rail Infrastructure

Naenae Station. Work on Naenae is now in the eighth week of a 14 week construction period. Delays have been experienced due to poor weather and rail iron shortages. Good progress is now being made on the platform works and the installation of the new staircase. Rail irons for the new building have now been sourced and successful bending of the irons under test has been completed. It is anticipated this project will be completed on time.

Tawa Station As the existing Tawa station is to be demolished we are currently working with architects on concept plans for the future building / shelter. The first of 3 concepts will be available for discussion with the local community by the end of August. A draft programme has also been developed to incorporate the works required into the 2012 Christmas block of line. It is also intended that essential bridge works will also take place during the proposed block of line.

Park and Ride The park and ride maintenance programme has been put in place for all park and ride facilities. Twenty two additional spaces were created at Wallaceville station with sealing and footpath works to take place this year.

Cycle facilities Since taking responsibility for the administration and maintenance of cycle lockers on train stations the level of service has improved markedly. A number of lockers have now been repaired and reopened for service. There are waiting lists for lockers at Wellington, Porirua, Melling, and Waterloo stations although all the lockers at Plimmerton are available.

Station Cleaning and Minor Maintenance A new three year contract has recently been awarded to Masta Maintenance Services for the cleaning and minor repairs of the stations within the Wellington urban network. New specifications and KPI's have been introduced to ensure that the stations are cleaned and maintained to an appropriate standard.

Wellington Urban Network Security Works and Services A new three year Security contract is being awarded to Unified Security Solutions which will bring together all security services under one contract these being CCTV installation, security guard patrols, CCTV monitoring and coordination of guard response.

4.2 Fare System Review

The process of seeking feedback on the initial options for the fare system review commenced with discussions with stakeholders through the public transport information sessions and other meetings. The opportunity to provide feedback through the website www.farereview.co.nz is being promoted through: posters on trains and buses, Our Region in the Dominion Post and Wairarapa Times Age, advertisements in community papers, and via stakeholder groups. A summary of feedback will be reported to the Committee in October.

4.3 Bus and Ferry Operations

4.3.1 Bus services

Trolley bus services contract

Following receipt of a report from PricewaterhouseCoopers (PwC), who have conducted a Value for Money Audit of the trolley bus contract with Wellington City Transport Limited (WCTL), negotiations with WCTL are now under way in respect to changes to some general operational provisions of the contract.

1 October 2012 general fare increase

All transport operators under contractor with Greater Wellington having agreed the commercial principles for the 1 October 2012 fare increase. These commercial principles are based on:

PwC have recently provided advice on best practice for fraud detection and fraud management procedures. Following on from this advice contracts with taxi operators, client conditions of use of the scheme and driver conditions are being amended and will be re-issued.

4.4 Service Reviews

Three substantive service reviews are currently underway: the Wellington City bus review; the Otaki public transport service review; and the Wairarapa public transport service review.

Wellington

A further round of targeted consultation has taken place with Wellington City communities as part of the public transport information sessions in June and July. At these sessions bus service options were tabled and discussed in a workshop format with resident groups and other stakeholder groups who attended the sessions.

Some very constructive feedback was given by the various groups at these sessions which will assist in the development of the next iteration of the network.

During October and November of this year officers will be meeting once more with resident groups and other stakeholder groups to go through the next iteration of the network. At this point the network will be very close to being finalised with only small changes being required. The final network plan, which will be used for implementation planning, will be available in early 2013.

Otaki

The Otaki review has been completed and service changes resulting from the review commenced on 5 June 2012. To date the changes appear to have been well received by the local community. However, the new trial Sunday services are experiencing very low usage, averaging around 5 passengers per day compared to the required target of 10 passengers per day. We are planning to put up some advertising posters on the bus shortly, and a further marketing campaign for these services is planned for November 2012.

Wairarapa

A detailed update on the progress of this review is provided in Report 12.340 to this Committee meeting.

Riverstone Terraces

Greater Wellington officers are working with the incumbent operator in the design and provision of a trial bus service to and from Riverstone Terraces in Upper Hutt.

It is intended that a trial service would consist of one trip in the morning from Riverstone Terraces to Upper Hutt and one trip in the afternoon from Upper

Hutt to Riverstone Terraces. The trial service would be an extension of the current Route 114 bus service predominantly providing students with access to Upper Hutt schools, but also providing other residents with access to Trentham and Upper Hutt rail stations for those wishing to use these as connection points to other public transport services.

The two trips via Riverstone Terraces will result in additional running times to the existing route 114 trips and thus has a knock on affect on other route 114 trips. Thus a new timetable has to be developed for the route 114, but by using real time information data that is now available a more reliable timetable can be produced.

Implementation of these changes is anticipated to be mid to late October 2012. The trial of the services via Riverstone Terraces will continue until the end of school term two next year, at which time the new services will have been running long enough to establish whether they are viable to continue as ongoing services.

Porirua and Kapiti Post Implementation Reviews

Officers have begun post implementation reviews on service changes that occurred on the 20 February 2011 in Porirua and Kapiti.

The purpose of these reviews is to assess the success of the service changes against the reviews objectives. The data outcomes will then provide information on targeted improvements to services; whilst we are not looking to make wholesale changes it is potentially possible to fine tune some areas.

Christmas Planning

Planning for Christmas services is well underway. Officers are working closely with transport operators to ensure capacity meets demand over the Christmas/New Year period. A Block of Line is planned on the Kapiti rail line over this period, so trains will be replaced by bus only on this rail line.

4.5 Bus stops and shelter

The installation of 15 new Metlink bus shelters across the region for the financial year 2011/12 has been completed. Planning for the new bus shelter installations for the financial year 2012/13 will commence shortly.

The project to improve accessibility and amenities at bus stops is continuing with the current targeted areas being Upper Hutt and Stokes Valley. All of the new 119 concrete standing pads planned for these two areas will be installed by the end of August.

5. Development

The Stakeholder Advisory Group for the Wairarapa Water Use Project met on 7 June and a further meeting is scheduled for 2 August. Mr Jim Lynch has been appointed as the independent Chair of this group. The Leadership Group

meeting was held on 2 July and Mr John Hayes, the Member of Parliament for Wairarapa and Mr Jim Lynch have been invited to join the group.

A number of investigations are nearing completion and some draft reports will be discussed at the next Stakeholder Advisory Group meeting.

On-farm assessment of irrigation potential is continuing and of those properties where there is currently irrigation, about 67% have expressed an interest in new irrigation for other properties they own or expanding the current irrigation. For those properties that are not irrigating, 71% have expressed an interest in irrigating. The on-farm assessments will take several more months to complete.

A media release was issued on 10 July giving a general update on the project.

6. Recommendations

That the Committee:

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

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