

SOUTH WAIRARAPA DISTRICT COUNCIL

5 APRIL 2017

AGENDA ITEM D2

INFRASTRUCTURE AND SERVICES REPORT

Purpose of report

To update councillors on the Infrastructure and Services Group activities.

Recommendations

Officers recommend that the Council:

1. *Receive the Infrastructure and Services Report.*

1. Group Manager highlights

Over the last six weeks the department has been involved in the development of the Annual Plan and strategic planning. Work on information and data has been undertaken in advance of next year's works programmes, i.e. pram crossing reviews, speed zone reviews, water resilience and asset reviews, etc. This will inform the annual plan on works programs and costs.

Within the transport space meetings have been held with the 3 Wairarapa councils on the land transport plan and the strategic business case development for NZTA. Follow on from the reduction of the contract group discount collaboration is being looked into on a strategic level.

The combined waste contract tender closes on Wednesday 29 March and will be reviewed jointly. This contract is an excellent example of how the three councils can gain efficiencies and increase services together.

Civil Defence Emergency Management (CDEM) training undertaken has also highlighted the increase in standards and capability that has been achieved across the Wellington region. Both community training and individual role training has been undertaken and this is raising local and individual capability.

The Masterton, Carterton and South Wairarapa District Councils will submit the following comments in regard to the Government Policy Statement on Land Transport 2018 (GPS):

- “rural” roads.
- the GPS should identify that transport connections should not just be focused on the “destination” but also on the “starting point” for those journeys.
- The Councils have concerns about reduced maintenance spending resulting in lower average standards on the rural roads associated with the One Network Road Classification (ONRC) programme.
- The Councils support the regional economic development and tourism focus of the GPS.
- The Councils support the GPS giving priority to resilience investment on routes.
- The Councils are concerned that the GPS has focused on the extension of cycle networks in the main urban areas but is silent on supporting rural and provincial cycling.
- The Councils are also concerned that the national local road improvement budget will be reduced.

(See Appendix 4).

2. Water supply

SERVICE LEVEL – Council provides reliable and safe drinking water supplies. Water provided is safe to drink and there is adequate water for urban firefighting.

2.1 Key Performance Indicators

WATER SUPPLY KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		FEBRUARY	YTD	FEBRUARY	YTD
The average consumption of drinking water per day per resident within the territorial authority	<400 Lt		341		
Compliance with resource consent conditions/water permit conditions to “mainly complying” or better	95%				
Water supply systems comply with Ministry of Health Bacteriological Drinking Water Standards guidelines 2000*	95%		99.6%		
Water supply systems comply with Ministry of Health Protozoa Drinking Water Standards guidelines 2000	95%		99.9%		
The total number of complaints received by the local authority about drinking water taste per 1000 connections	<15	0 per1000 (0 complaint)	0 per1000 (0 complaint)	0	0
The total number of complaints received by the local authority about drinking water odour per 1000 connections	<15	0 per1000 (0 complaint)	0.29 per1000 (1 complaint)	0	1
The total number of complaints received by the local authority about drinking water pressure of flow per 1000 connections	<15	0 per1000 (0 complaint)	1.73 per1000 (6 complaint)	0	6
The total number of complaints received by the local authority about continuity of supply per 1000 connections	<15	0 per1000 (0 complaint)	9.49 per1000 (33 complaint)	0	33
The total number of complaints received by the local authority about drinking water clarity per 1000 connections	<15	0.29 per1000 (1 complaint)	1.73 per1000 (6 complaint)	0	6
Ratepayers and residents satisfied with level of service for water	75%				
Attendance for urgent call-outs: from the time that the local authority receives notification to the time that service personnel reach the site	< 1 Hr	(2/3) 67%	-	3	56

WATER SUPPLY KEY PERFORMANCE INDICATORS	TARGET	COMPLAINTS		INCIDENTS	
	2016/17				
Resolution of urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm resolution of the fault or interruption	< 8 Hrs	(3/3) 100%	-	3	56
Attendance for non-urgent call-outs: from the time that the local authority receives notification to the time that service personnel reach the site	< 2 working days	(20/28) (71%)	-	28	229
Resolution of non-urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm	< 5 working days	(24/28) (86%)	-	28	229
Fire hydrants tested annually that meet NZ Fire Service Code of Practice	20%	40%	40%		
The % of real water loss from the local authority's networked reticulation system identified by establishing and measuring night flow	<20%		45.5%		

2.2 Water supply capital improvements

2.2.1. Featherston water supply

Stage 2, the treatment improvement works, have now been completed despite some delay with the pH correction equipment. The commissioning/proving period will follow. After one month of routine operation (beginning April) Council will advise the Ministry of Health (MoH) that the project has been completed and is operating as intended. The balance of the subsidy available will then be claimed. Total project costs are not able to be confirmed as yet but expected to be in range \$1.35 - \$1.4M.

2.2.2. Water reticulation renewal

The tender for trunk pipeline renewal works for the Greytown urban supply in Woodside Road was let to Core Infrastructure Ltd in early January 2017. Note this matter was not (by accidental omission) reported to Council in the February meeting cycle.

The project scheduled within the 2016/17 renewals programme requires replacement of 3 kilometres of 300 mm diameter asbestos cement pipe-line that is deemed to be nearing the end of its useful service life (constructed in the 1970's). It is the second part of a three part rolling programme aimed at achieving full replacement of the trunk main in the 2017/18 year.

Work has progressed satisfactorily with some 80% of the pipeline laid to date. However we have experienced some difficulty with overhanging trees near the start of the works and associated private owner concerns.

Not wishing to compromise the preferred alignment in this location a section of some 90 metres in length will be replaced using trenchless technology at an additional estimated cost of about \$30K thereby mitigating potential tree and tree root damage. This technology will not be deployed until Stage 3, 2017/18 where the railway crossing at Woodside will be managed in the same way.

This work is expected to be completed by mid to late April 2017.

2.3 Water treatment plants

The Waiohine and Martinborough plants operated routinely over the period. The new WTP with UV disinfection is installed and the commissioning period will run through April.

2.4 Water reticulation

There were 18 reticulation repairs reported and rectified during the period.

2.5 Water races

Routine monthly inspections and blockage clearing of the water race network has been performed by City Care Ltd (CCL) to maintain satisfactory flows. There was 1 accounts for blockage clearing or no water flow for the Moroa network. None were reported for the Longwood network over the period.

3. Waste water

SERVICE LEVEL – Council provides waste water services that effectively collect and dispose of waste water. Waste water does not create any smells, spill or health issues and causes minimal impact on the natural environment.

3.1 Key Performance Indicators

WASTE WATER KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		FEBRUARY	YTD	FEBRUARY	YTD
Number of blockages per 1000 connections	<10	0.99 per1000 (4 complaint)	8.46 per1000 (34 complaint)	4	34
Ratepayers and residents satisfaction with waste water services	70%	Annual survey	Annual survey	Annual survey	Annual survey
Number of dry weather sewerage overflows per 1000 connections	<10	-	-	0 per 1000 connections (0 overflow)	0 per 1000 connections (0 overflow)
Attendance time: from notification to arrival on site	< 1 Hr	-	-	4/5 (25%)	41
Resolution time: from notification to resolution of fault	< 4 Hrs	-	-	4/5 (80%)	41
% of resource consent conditions complied with to mainly complying or better*	90%				
No. of abatement notices	<2				0
No. of infringement notices	0				0
No. of enforcement notices	0				0
No. of convictions	0				0
No. of complaints per 1000 connections received about sewage odour	< 15	0.2 per 1000 (1 complaint)	0.99 per 1000 (4 complaint)	1	4
No. of complaints per 1000 connections received about sewage systems faults	< 15	0 per 1000 (0 complaint)	0.74 per 1000 (3 complaint)	0	3
No. of complaints per 1000 connections received about sewage system blockages	< 15	0.99 per1000 (4 complaint)	8.46 per1000 (34 complaint)	4	34
No. of complaints per 1000 connections received about the response to issues with sewage	< 15	0	0	0	0
Proportion of urgent waste water service requests responded to within 6 hours of notification	95%	4/5 80%	-	4/5 (80%)	90% (37/41)

3.2 Waste water treatment plants

3.2.1. Capital and consents

Featherston waste water consent application

The consent application was lodged on 28 February 2017. To date no further feedback has been received from Greater Wellington Regional Council (GWRC), although more information is expected to be available at the meeting.

Another round of public consultation has been arranged for Saturday 8 April by way of a meeting at the Anzac Hall with previous submitters, adjoining landowners, the Featherston Community Board and other interested parties.

Staged improvements at Martinborough and Greytown WWTPs

Improvement works at the Martinborough site have commenced and are running late although irrigation infrastructure is expected on site before the end of April. Other civil works associated with the project are in the design confirmation phase and expected to be concluded next month. Realistically full completion of this phase cannot be expected until July/ August meeting the consent requirement of no later than November 2017 but later than we had anticipated.

Preliminary design works for the proposed improvements at the Greytown site have been completed with a number of minor matters to be resolved.

Procurement of the Stage 1B improvements will likely follow a ROI and RFP/ Design Build procurement process with completion aimed before May 2018.

New aerators have been ordered for Greytown, which are in transit from the United States. It is expected that the aerators will be in place by June, to assist with the treatment of the sludge and the planned desludging programme. The sludge bioremediation programme is planned to commence in May. Our application to Waste Minimisation Fund was denied.

3.2.2. Operational

Featherston, Greytown and Martinborough plants operated routinely during the period with no reported issues. Lake Ferry had some high flow issues at the pump stations during the heavy rain period mid-September. The plant coped well, with no breach of consent.

3.2.3. Water reticulation

There were 3 pipeline blockages reported during the period.

4. Storm water drainage

SERVICE LEVEL – Stormwater drains are well operated and maintained by the Council.

4.1 Key Performance Indicators

STORM WATER DRAINAGE KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		MONTH	YTD	MONTH	YTD
% of ratepayers and residents satisfied with stormwater drains	54%	Annual survey	Annual survey	Annual survey	Annual survey
% of urgent (any blockage causing extensive flooding of buildings or other serious flooding) requests for service responded to within 5 hours	95%	0	0	0	0
No. of flooding events	0	0	0	0	0
No. of habitable floors affected per flooding event per 1000 properties connected	0	0	0	0	0
No. of abatements notices	0				
No. of infringement notices	0				
No. of enforcement notices	0				
No. of convictions	0				
Median Response time to flooding events (Notification to personnel reaching site in hrs)	3	-	-	0	0
No. of complaints about stormwater per 1000 properties connected	0	0	0	0	0

There has been some localised flooding of gardens in Watt Street, Featherston where root infiltration has blocked part of a drain.

5. Solid waste management

SERVICE LEVEL – Recycling stations are accessible and maintained. Refuse and recycling collection services are provided and waste minimisation actively promoted.

5.1 Key Performance Indicators

SOLID WASTE MANAGEMENT KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		MONTH	YTD	MONTH	YTD
Number of communities with recycling centres	6		6		
Volume of waste disposed out of district	Decreasing by 2.5%	Decreased by 16% for October	Previous 12 month increased 5.8% on 2014	-	-
% of ratepayers and residents satisfied with the level of service	80%	Annual survey	Annual survey	Annual survey	Annual survey

5.2 Waste management

Routine services have been delivered successfully over the period. The recycling centres operated satisfactorily. The green waste was transferred by the start of March from Featherston where it was mulched and spread. The contractor is currently monitoring the accumulated green waste in Greytown.

5.3 Kerbside and associated services (Combined Contract Masterton District Council, Carterton District Council and SWDC 2017-2022)

Tenders for the combined waste services contract closes on 29 March 2017 and further information may be available at the meeting.

6. Land transport

SERVICE LEVEL – Roads are maintained to ensure they are safe and comfortable to travel on. Footpaths can be safely used to get around town.

6.1 Key Performance Indicators

LAND TRANSPORT KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		FEBRUARY	YTD	FEBRUARY	YTD
Using the RAMM measurement system, average smooth travel exposure on urban roads to be 85% and rural roads 95% with maximum variation of 5%	95%				
Ratepayers and residents fairly/very satisfied with the roads	78				
5% of sealed roads are resealed each year subject to availability of NZTA subsidy	100%				
The pavement condition index as measured by the NZTA pavement integrity index	95%				
The number of crashes causing injuries is reduced	Group and control average				
The number of fatalities and serious injury crashes on the local road network	<7				
Ratepayers and residents are satisfied with footpaths in the district	68%				
Availability of footpaths on at least one side of the road down the whole street	87%				
Footpath Condition rating 95% compliant with SWDC AMP Standard	95%				
The % of customer service requests relating to roads and footpaths responded to within 48 hours	95%	38/50 (76%)	205/261 (79%)	50	261
Meet annual plan footpath targets	Yes				

6.2 Roading maintenance – Fulton Hogan

February was a busy month with some fixed price works, rock delivery, high cut as well as emergency response and clean up to a large rainfall event on 17 – 18 February.

The Donald's Creek pedestrian crossing was painted with Cabot's Aquadeck and has provided a very professional finish to a high quality job.

The Birdwood Street, Featherston pedestrian crossing was completed in full with signs and road marking installed.

A source of armour has been found in the Taranaki area. We have carted in 435 ton @ \$140/ton. This is \$25/ton more expensive than the previous supplier due to the extra cartage; however the quality of the rock is far more superior.

Fulton Hogan is currently looking to open up the old Taipo Quarry where there is a large amount of high quality armour rock to be sourced.

All other rock in close proximity has been reserved for the large earthworks in the Wellington region, mainly Transmission Gully.

There was a large rainfall event on 17 and 18 February with a heavy north easterly causing flooding and damage to the coastal areas. This required some initial response from our excavator and grader crews to open the roads and make as safe as possible. The cleanup works are continuing into March.

The rains also created an urgent culvert replacement and road reinstatement on Gregs Lane, Papawai. This is the main entrance to JR Orchard's and required urgent repair due to the harvest season coming up as well as the huge public safety risk.

There were some dig out repairs completed on the pre seal sites of Pukio West and Esther Street, Martinborough as well as the monthly routine items and sign replacement.

The East Street, Greytown judder bars and signs have now been reinstated.



7. Amenities

The Amenities team is responsible for the management of council's parks, reserves and other amenities. The team looks after 12 parks, 31 reserves, 41 buildings, five sports facilities, four cemeteries, seven public toilets and 22 other properties. The Amenities Manager is the contract manager for the City Care parks and reserves contract, and also for the management of the libraries.

SERVICE LEVEL – Parks and reserves enhance the quality of life in our communities. Our playgrounds are safe and enjoyed by the community. Clean safe public swimming pools can be accessed in the District. Provision of some low cost housing for the elderly (or in line with Council policy) in each town. Well maintained hall facilities that are available for the public to book. Public toilets are convenient, clean and safe. There is a wide range of library stock including up to date material.

7.1 Key Performance Indicators

AMENITIES KEY PERFORMANCE INDICATORS	TARGET 2016/17	COMPLAINTS		INCIDENTS	
		MONTH	YTD	MONTH	YTD
Users satisfied with parks and reserves	90%				
Ratepayers and residents are satisfied with Council playgrounds	80%				
Council playground equipment that meets national standards	100%				
Council pools comply with NZ swimming pool water testing standards	100%				
Ratepayers and residents satisfaction with Council swimming pools	65%				
Occupancy of pensioner housing	99.8%				
Ratepayers and residents satisfied with town halls	74%				
Cycle strategy	Developed				
Ratepayers and residents satisfied with public toilet facilities	90%				
Taking programmes out into the community and providing a wide variety of programmes in the library	>3 per library				
% of ratepayers and residents satisfied with libraries	90%				

7.2 Parks and Reserves

7.2.1. Featherston

Preparations are underway at Card Reserve for the transition from summer sport to winter sport. The rugby fields have now been marked out.

7.2.2. Greytown

The 4-tonne steel kouka (cabbage tree) sculpture has been installed at Stella Bull Park. Some finishing touches are required, and a formal blessing ceremony will be held.

7.2.3. Martinborough

Grass has been re-sown on Soldiers' Memorial Park in the Town Square – the second Martinborough Fair came after a fair bit of rain, and heavy foot traffic from the fair killed a considerable amount of grass.

7.2.4. Coastal reserves

Two new warning signs have been installed at Lake Ferry, at the beginning of the track to the beach, and near the hard-stand for the portable toilets. The old sign is being removed.



7.3 Community housing

There has been an increase in the enquiries over the last month, and from those enquiries two applications have been received. The waiting lists remain long, with five people waiting for flats at Martinborough, two at Greytown and twelve at Featherston.

The six monthly flat inspections at Cicely Martin flats in Martinborough were held on Thursday, 9 February 2017. The inspections for Burling and Matthews flats in Featherston were held on Monday 13 March 2017. The inspection of Westhaven flats will be in early April.

Flat inspections give officers the opportunity not only to check that flats are being kept in a reasonable condition, but also to ensure that smoke detectors are actively working and to identify any maintenance work that is required. It is a good chance to have a general catch-up with the residents, ensure they are managing in their flats, and check whether they need home assistance, meals on wheels etc.

The tenants regularly provide feedback such as 'they were grateful to have these flats' and that they 'feel safe'.

Yukiko Kuboshima, a PhD student in the School of Architecture at Victoria University of Wellington, attended the inspections as part of her survey work. Tenants at Cicely Martin, Burling and Matthew flats enjoyed meeting Yukiko and talking to her.

7.4 Cemeteries

7.4.1. Purchases of burial plots/niches 10 February 2017 to 23 March 2017

	Greytown	Featherston	Martinborough
Niche			
In-ground Ashes Beam	1		
Plot	1	2	
Total	2	2	0

7.4.2. Ashes interments/burials 10 February 2017 to 23 March 2017

	Greytown	Featherston	Martinborough
Burial	1		
Ashes in-ground	1		1
Ashes wall			
Total	2	0	1

7.5 Swimming pools

The swimming season finished for 2016/17 on 12 March. Numbers were well down on previous seasons presumably due to poor weather.

7.5.1. Swimmer numbers for all pools February and March

The swimming season finished for 2016/17 on 12 March. Numbers were well down on previous seasons presumably due to poor weather.

	Greytown	Featherston	Martinborough
February swimmer numbers	1203	455	708
Concessions as %age of total swimmers	24%	44%	45%
Peak day : number of swimmers	05/02/2017 : 363	05/02/2017 : 74	05/02/2017 : 192
Number of unattended days (no swimmers)	5	7	6

	Greytown	Featherston	Martinborough
March swimmer numbers (1-12/03 only)	368	311	437
Concessions as %age of total swimmers	24%	45%	34%
Peak day : number of swimmers	04/03/2017: 112	04/03/2017 : 51	04/03/2017 : 10
Number of unattended days (no swimmers)	3	3	8

7.5.2. Total swimmer numbers for 2016/17 season

	Greytown	Featherston	Martinborough
Total swimmer numbers	5984	2395	3212
Difference to previous season	↓28.05%	↓17.32%	↓55.06%
Concessions as %age of total swimmers	20%	44%	42%
Peak day : number of swimmers	05/02/2017: 363	05/02/2017 : 74	05/02/2017 : 192

The Kids' Pool Access Programme run in the three towns was well-received, however numbers are much lower than anticipated, with the weather again being the likely cause. Featherston's programme was extended to the end of the season, as was Martinborough's. The final number of swims under the programme was Featherston and Greytown 338 each and Martinborough 167.

7.6 Events

7.6.1. Featherston

Completed events:

Ride the Rail (Cross Creek Railway Society Inc) is being held every Sunday through to the last Sunday in April 2017 (Clifford Square, Featherston)

Junior Triathlon is being held Saturday, 25 February 2017 (Card Reserve/Featherston Swimming Pool)

The Wellington Anglican Diocese Games is being held Sunday, 5 March 2017 (Randolf Park and Featherston Swimming Pool)



Future events:

Ride the Rail (Cross Creek Railway Society Inc) is being held every Sunday through to the last Sunday in April 2017 (Clifford Square, Featherston)

Ron Hughes Memorial Athletics Meet is being held Sunday, 25 March 2017 (Card Reserve, Featherston)

7.6.2. Greytown

Completed events:

Greytown Country Market at Stella Bull Park – Sunday, 18 December 2016, 15 January 2017, 19 February, 19 March 2017

Future events:

Greytown Country Market at Stella Bull Park – The dates for the markets start from: 16 October then 20 November, 18 December 2016, 15 January, 19 February, 19 March and 16 April 2017



7.6.3. Martinborough

Completed events:

Martinborough Fairs held 4 February and 4 March 2017 (Martinborough Square and Adjacent Streets)



Round the Vines Fun Walk/run held Sunday, 19 March 2017 (Memorial Square and Designated Streets)

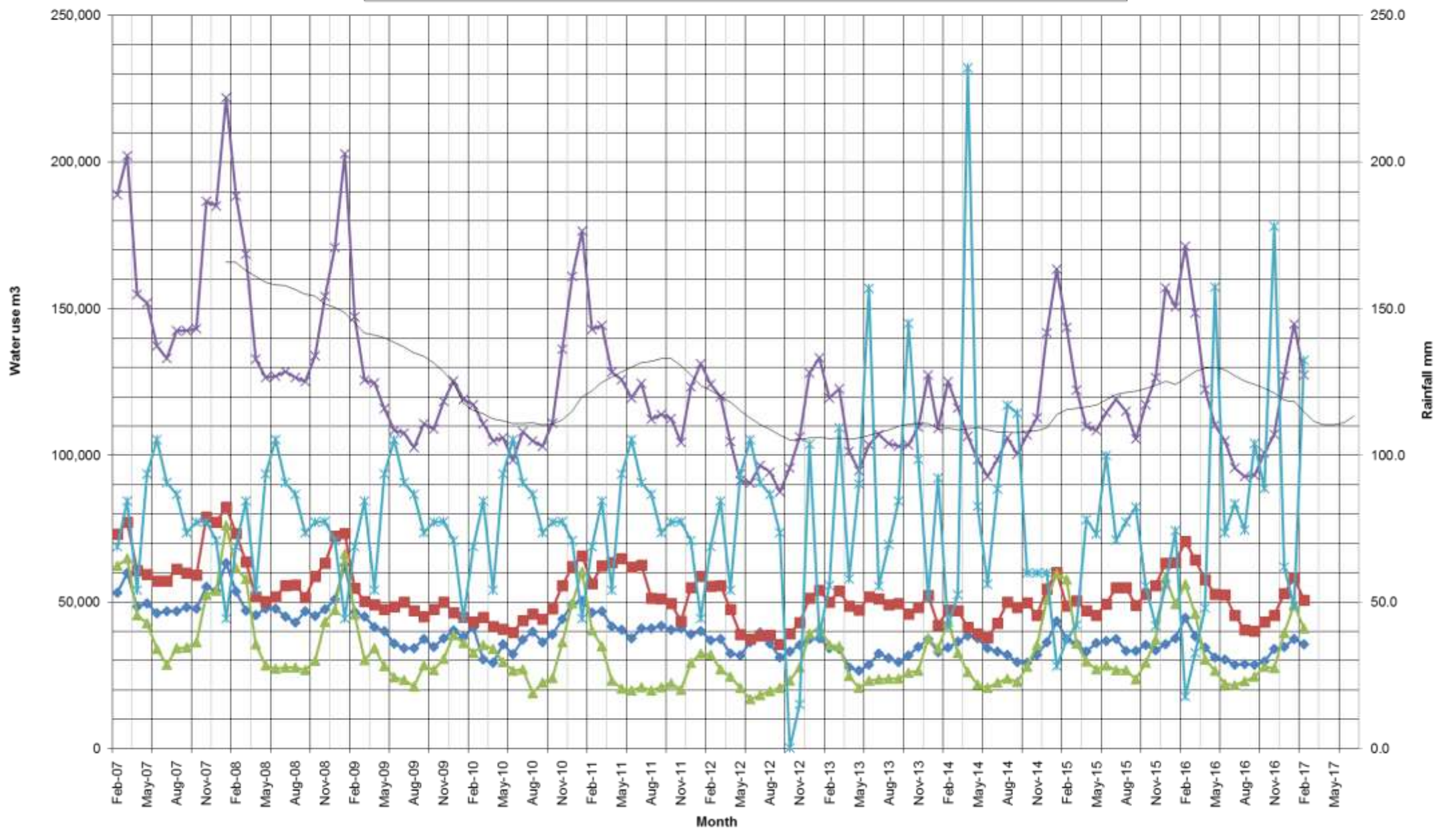


Appendices

- Appendix 1 Monthly water usage
- Appendix 2 Waste exported to Bonny Glen
- Appendix 3 Library statistics
- Appendix 4 Draft submission on GPS to Ministry of Transport
- Appendix 5 Wellington Regional Transport Committee Submission

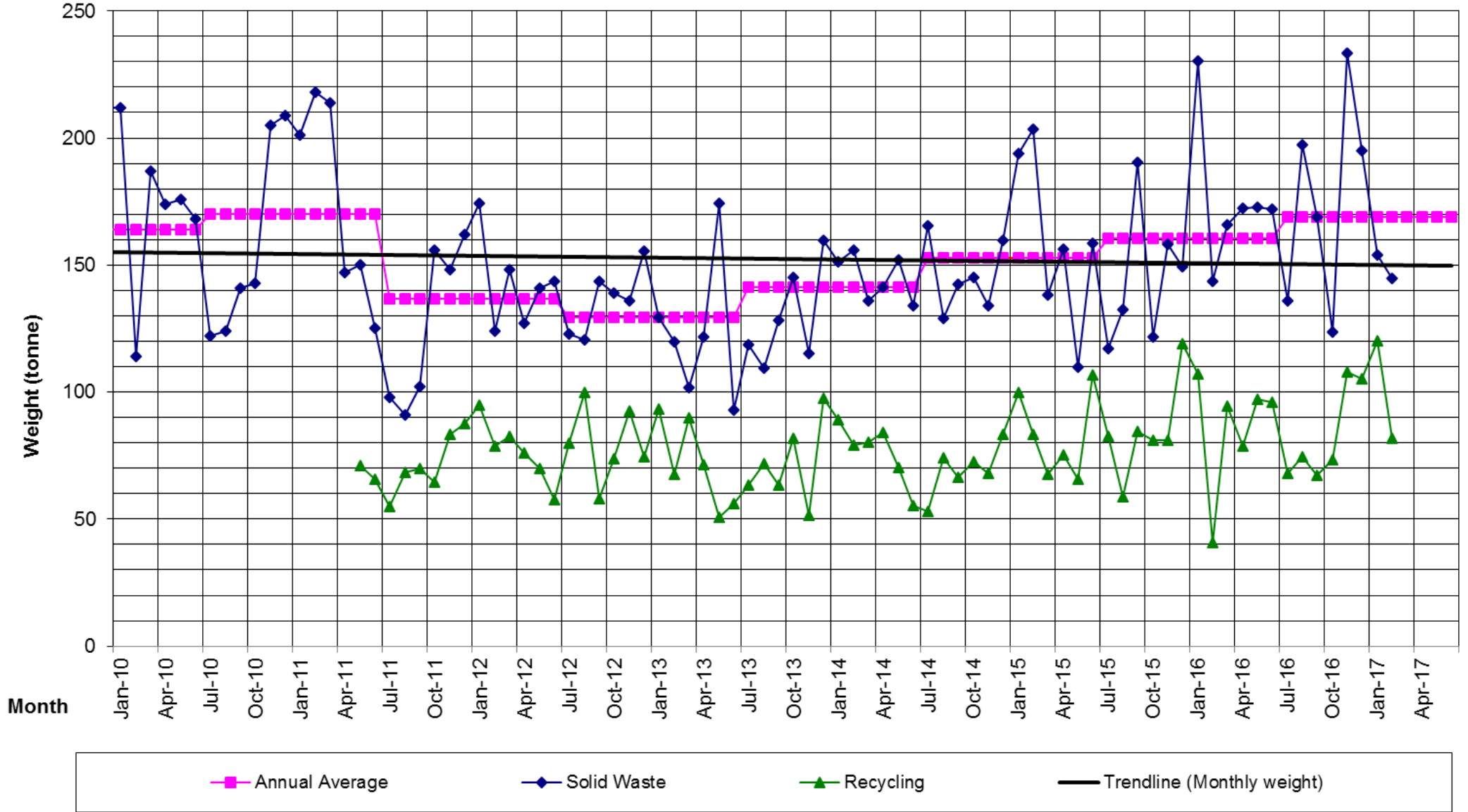
Contact Officer: Mark Allingham, Group Manager Infrastructure and Services

Water use South Wairarapa District Council



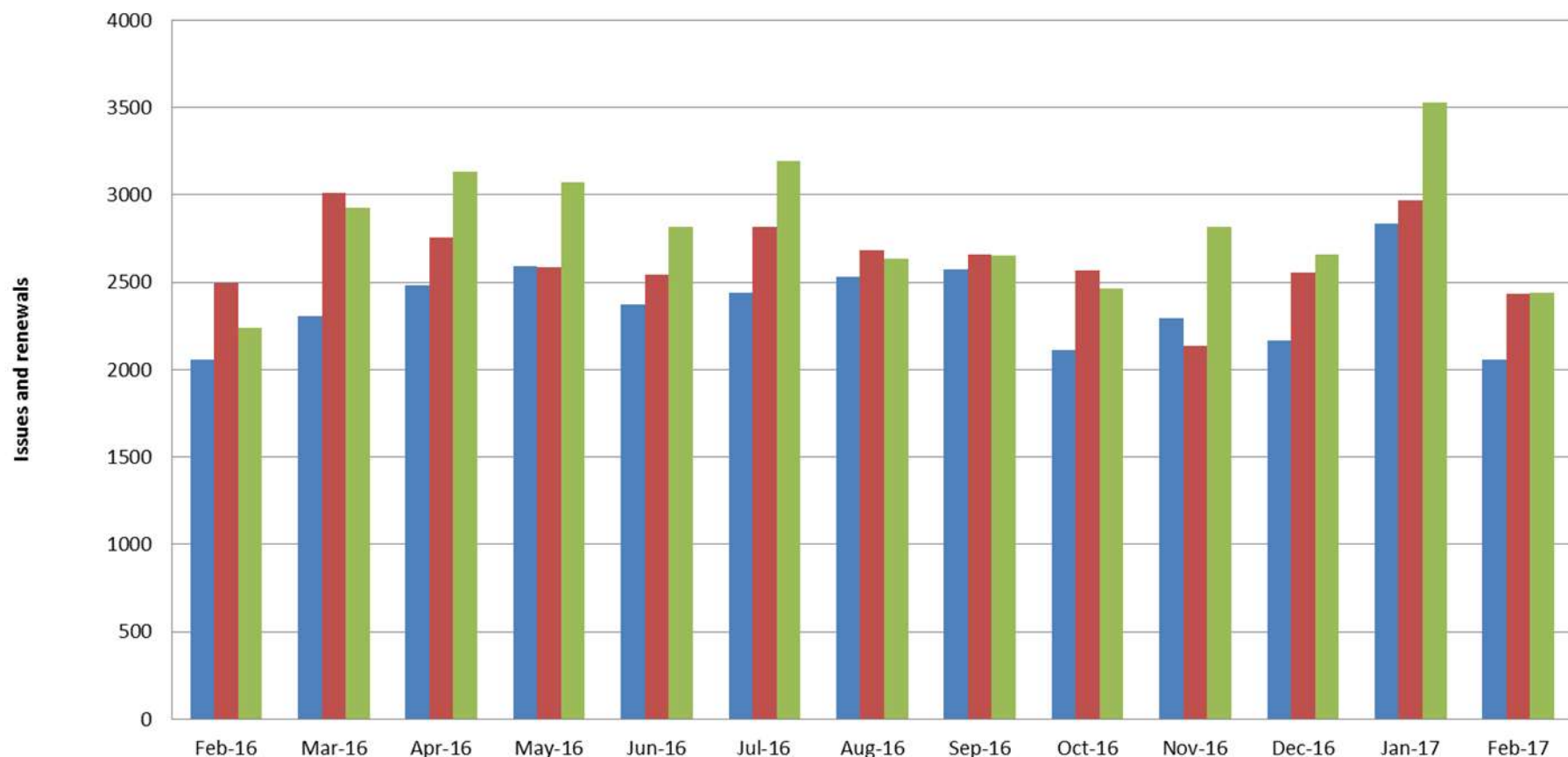
Appendix 2 -Waste exported to Bonny Glen

Monthly weight of waste transferred to Bonny Glen



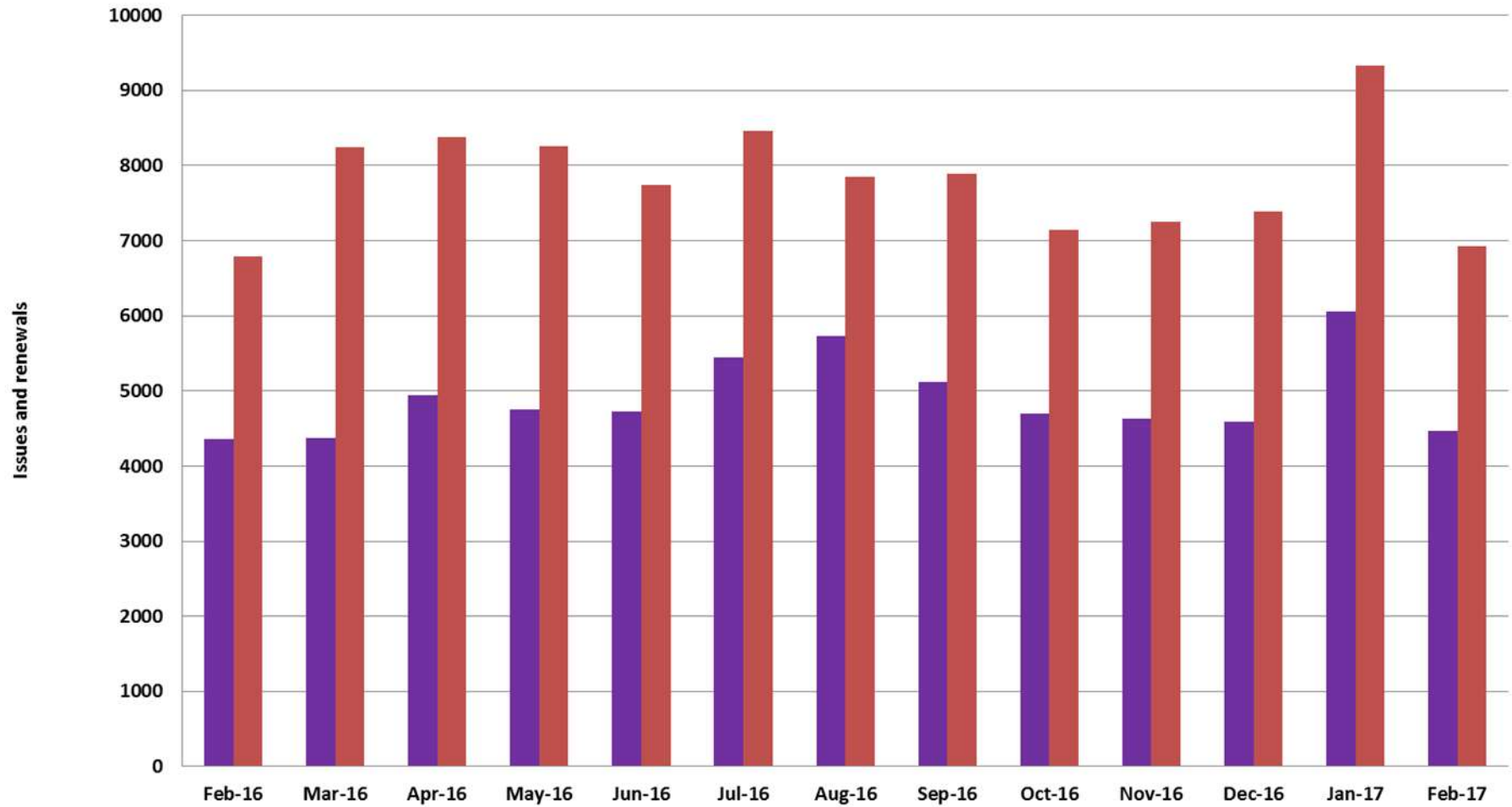
Appendix 3 – Library statistics

South Wairarapa libraries - issues and renewals to February 2017



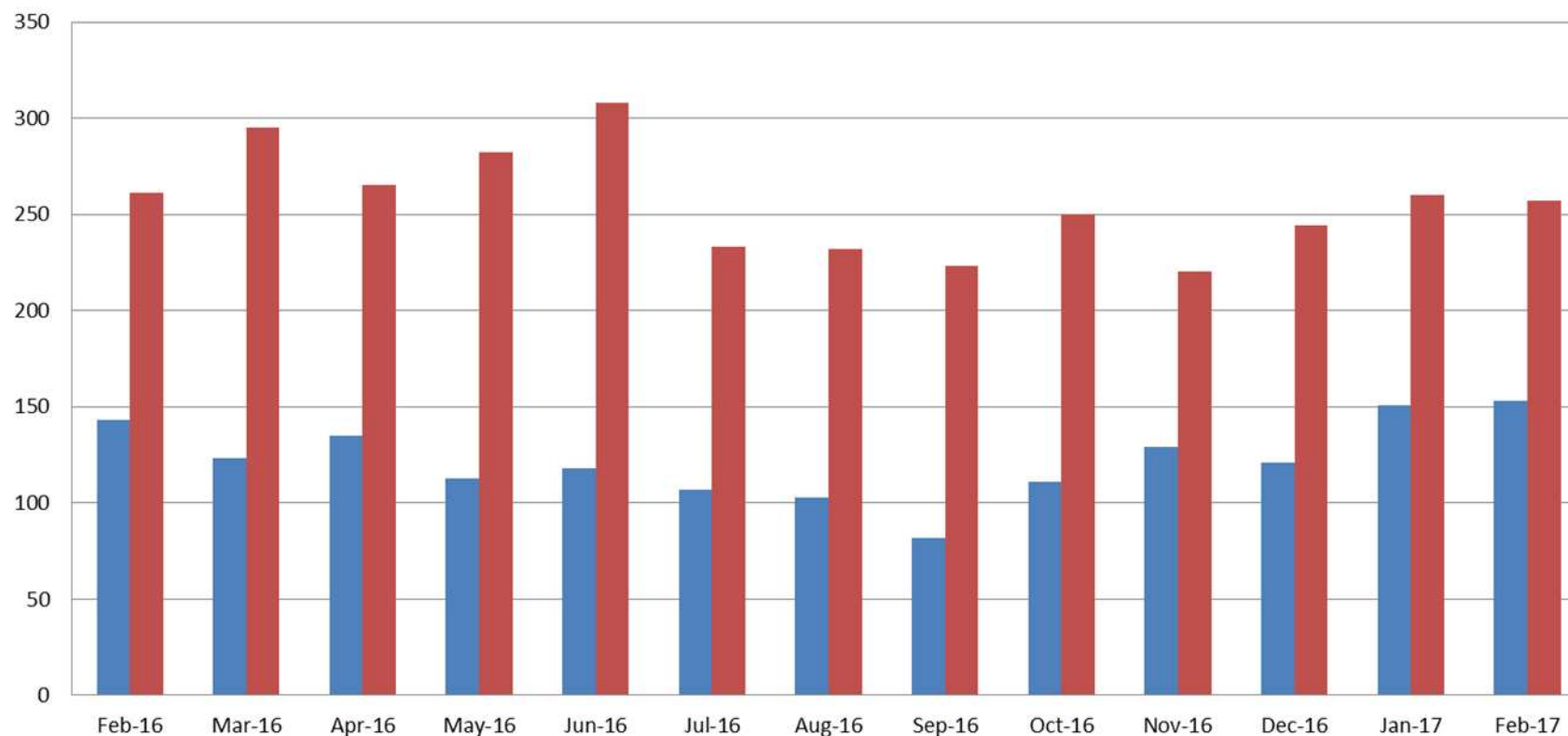
	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
■ Featherston	2057	2304	2482	2591	2375	2440	2533	2574	2113	2296	2167	2836	2057
■ Greytown	2495	3010	2757	2588	2543	2820	2684	2659	2567	2136	2556	2967	2432
■ Martinborough	2242	2925	3134	3074	2820	3197	2635	2654	2467	2819	2661	3526	2442

Wairarapa Library Service - issues and renewals to February 2017



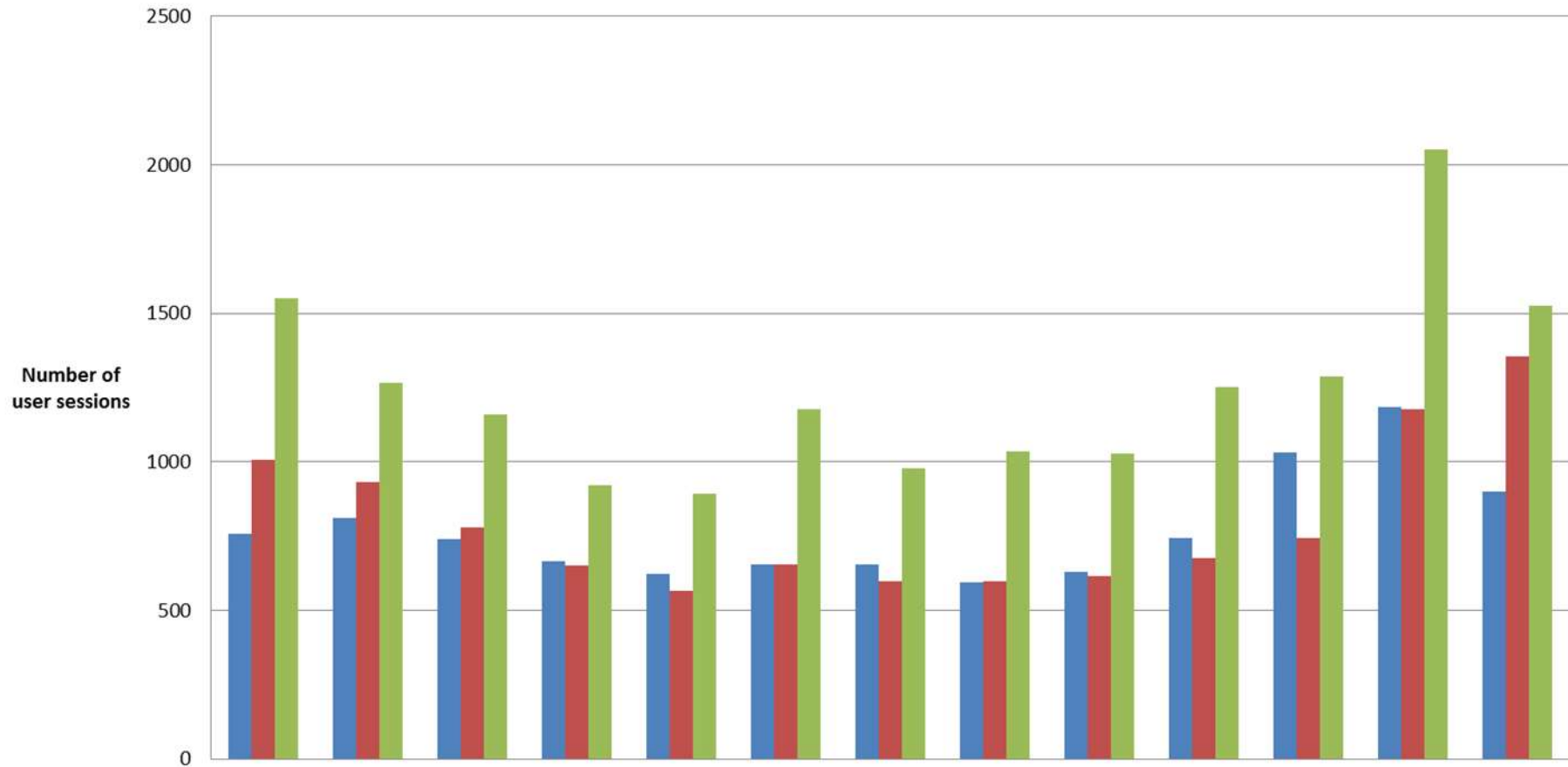
	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
Carterton	4362	4378	4948	4752	4730	5444	5733	5126	4698	4629	4586	6051	4468
South Wairarapa	6794	8239	8373	8253	7738	8457	7852	7887	7147	7251	7384	9329	6931

Wairarapa Library Service - audio and e-book issues to February 2017



	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
■ Audiobooks	143	123	135	113	118	107	103	82	111	129	121	151	153
■ E-books	261	295	265	282	308	233	232	223	250	220	244	260	257

APNK Wi-fi user sessions to February 2017



	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
■ Featherston	757	810	738	666	621	655	653	593	628	745	1030	1183	900
■ Greytown	1008	931	779	651	567	653	599	597	617	675	745	1177	1354
■ Martinborough	1552	1267	1159	920	894	1177	977	1036	1026	1251	1288	2050	1524

**Appendix 4 – Draft letter to
Ministry of Transport, GPS
Policy Team**

XX March 2017

Attn: GPS Policy Team
Ministry of Transport
PO Box 3175
WELLINGTON 6140

Dear Sir/Madam

Thank you for the opportunity to review and provide feedback on the Government Policy Statement on Land Transport 2018 (GPS).

The Masterton, Carterton and South Wairarapa District Councils would like to submit the following comments in regard to the GPS;

- The Councils note that “rural” roads are not mentioned in the GPS while “urban” areas are mentioned on nine occasions. This has the potential to create confusion as rural is a term the public are familiar with, and it appears to be ignored in the GPS.
- The Councils support the GPS approach considering the whole transport system and all the transport modes. However, the GPS should clearly identify that transport connections should not just be focused on the “destination” but also on the “starting point” for those journeys. They recommend that rural roads are included in the GPS and that the journey starting point be as much a focus as the destination.
- The Councils have concerns about reduced maintenance spending resulting in lower average standards on the rural roads associated with the One Network Road Classification (ONRC) programme. The Councils note that the public has not yet had an opportunity to comment on the ONRC customer levels of service and the implications it will have on their local roads. What is the time frame for a public discussion on this?
- The Councils support the regional economic development and tourism focus of the GPS and notes that the Wellington region is identified for future growth. Rail services improvement for the Wairarapa would be a key aspect regarding this development and tourism focus. They recommend that rail service improvement in the region be included in the GPS.
- The Councils support the Government in considering providing additional support to reduce local funding contributions but recommend the GPS commits to the support rather than just considering it.

- The Councils support the GPS giving priority to resilience investment on routes with highest economic and social costs. However, it does have concerns that the Rimutaka Hill road has not been included in the accelerated regional road package and is unclear on the implications of this for the region. They recommend that the Rimutaka Hill road be included in the accelerated regional road package.
- The Councils are concerned that the GPS has focused on the extension of cycle networks in the main urban areas but is silent on supporting rural and provincial cycling. Cycling is a tourism focus for the regions and this leaves rural and provincial Councils with the full costs for providing these networks when urban areas are receiving Government subsidies. They recommend that this subsidy be made available to all councils.
- The Councils are also concerned that the national local road improvement budget will be reduced by \$40million, especially when safety, safer speeds and dust management are issues that will be drawing on this budget in the future. They understand that some councils are currently not fully utilising this budget but are concerned that the councils that are, will be penalised through this budget reduction. They recommend that this budget not be reduced.

Once again, thank you for the opportunity to provide feedback.

Yours sincerely

Appendix 5 - Wellington Regional Transport Committee Submission

Wellington Regional Transport Committee

Submission on the Draft Government Policy Statement on Land Transport 2018/19 – 2027/28

28 March 2017

Introduction

The Wellington Regional Transport Committee (RTC) would like to thank the Ministry of Transport for this opportunity to provide feedback on the Draft Government Policy Statement on Land Transport 2018/19 – 2027/28 (Draft GPS 2018).

Key points

This submission identifies particular areas of support, as well as changes that the RTC would like to see made to the Draft GPS 2018. The key points in our submission are as follows:

- One transport system approach – The RTC fully supports this integrated approach but the Draft GPS 2018 does not provide the mechanisms to make this happen efficiently or effectively. The balance of objectives and funding are unevenly weighted, for example, the emphasis is still heavily geared towards road investment, particularly state highways. The ‘silo’ structure of the activity class framework does not encourage integrated planning, and better provision in the activity classes is needed to enable multi-modal, multi-agency programmes particularly in the areas of travel demand management and network optimisation.
- Weighting of objectives – The lower priority that has been given to two of the six national land transport objectives, those concerning the provision of appropriate transport choices and mitigating the effects of land transport on the environment, is not supported. All six objectives should be equally important. Although additional funding for walking and cycling is welcomed, there is insufficient attention given to walking in the objectives.
- Public transport – While the increased funding is welcomed, the Draft GPS 2018 downplays the important role of quality public transport in supporting economic growth, improving efficiency and optimising the transport system, particularly in urban areas. The RTC also remains concerned that the ability to deliver high quality and integrated public transport services is constrained by the inability to fund rail infrastructure through the NLTF.
- Resilience – The RTC supports the increased focus on resilience but it needs to encompass a broader perspective, including longer term impacts and trends such as climate change. A specific activity class for resilience is recommended.

- Local road investment – The RTC does not support the reduced funding allocated to the local road improvements activity class as we believe that there are reasons for the underspend related to the funding criteria that need to be investigated and resolved before any decisions are made regarding the level of funding.

One transport system approach

The RTC fully supports the ‘one transport system’ approach as this is in line with the approach taken in the Wellington Regional Land Transport Plan 2015 (RLTP). A multi-modal, integrated package of solutions that effectively support economic growth and community wellbeing is key to delivering the strategic vision for the region. This includes providing *a high quality, reliable public transport network and an attractive and safe walking and cycling network*, as well as *a reliable and effective strategic road network*. This also means ensuring the Wellington region has *a well planned, connected and integrated transport network and an efficient and optimised transport system that minimises the impact on the environment*.

The RTC has strong concerns that the ‘one transport system’ approach will not be able to be delivered in practice due to the balance of funding set out in the Draft GPS 2018. Funding is still heavily weighted towards road investment, particularly state highways and this is despite the Draft GPS 2018 clearly stating that in order to achieve value for money (one of the three strategic priorities) investment needs to get the best use out of existing assets. While some investment in roading is necessary particularly for safety and resilience reasons, the balance of funding does not adequately recognise the important role of public transport, active modes and travel demand management as part of an effective and optimised transport network.

There is also concern that the ‘silo’ structure of the activity classes framework does not encourage the integrated multi-modal planning needed to support and enable the one transport system approach. The activity classes need to make better provision for multi-modal, multi-agency programmes particularly in the areas of travel demand management and network optimisation. We also note that despite significance reference to emerging technologies, many of which may be employed to optimise the transport system, it is not clear how the activity classes will allow these to be funded.

We welcome the guidance in the ministerial expectations for the NZ Transport Agency regarding the need to “work collaboratively with the transport sector” and “encourage integrated network planning”. We agree these are crucial to ensuring a one transport system approach. The alliance that was formed to deliver the Mackays to Peka Peka Expressway, involving the NZ Transport Agency, the local authority (Kapiti Coast District Council) and contractors, is a good example of this collaborative approach and resulted in a number of wider positive outcomes around community engagement, safety, integration with other transport modes and environmental management.

The RTC **recommends** a shift to a more balanced and multi-modal funding allocation within GPS 2018, recognising the important role of public transport, active modes and travel demand

management as part of an effective and optimised transport network, possibly via a more area-based approach to funding activities.

Weighting of objectives

The RTC does not support the lower priority given to two of the six national land transport objectives and questions the lack of explanation for giving unequal weighting to the objectives. The Draft GPS simply states that the objectives concerning the provision of appropriate transport choices and mitigating the effects of land transport on the environment “have less focus” but it is not clear why. There are concerns about the impact this prioritisation will have on progress towards a ‘one transport system’. The provision of transport choice is an essential part of achieving a resilient and efficient transport network, and mitigation of environmental effects should be an important priority given that the transport sector accounts for nearly 20% of domestic greenhouse gas emissions in New Zealand and is the highest emitting sector after agriculture. Environmental effects can also be addressed through positive initiatives such as electric cars and low emission public transport vehicles. The RTC would like to see all six objectives given equal importance.

The additional funding provided in the walking and cycling improvements activity class is welcomed by the RTC. There are several key cycleway projects in the Wellington region that can be progressed using this funding allocation and will assist in achieving our key strategic objective of *an attractive and safe walking and cycling network*. However, we are concerned that insufficient attention has been given to walking in the objectives. The long and short term results are limited to cycling only and there is a concern that this will impact on the ability for walking infrastructure projects to be funded. It may even influence whether walking is considered as part of wider projects, such as connections to public transport and providing paths adjacent to highways.

Virtually every journey begins and ends with walking and the importance of this mode cannot be ignored, particularly in areas such as Wellington City which has New Zealand’s highest proportion of journey to work trips that are made on foot (21% based on 2013 Census data). Furthermore, as our population ages, walking will also become an increasingly important mode of transport across the region, requiring high quality infrastructure.

There is also a concern about the lack of funding for cycleways outside main urban areas and the impact this will have on cycle networks in other areas that are not eligible for Government subsidies.

It is noted that reporting measures are not included in the Draft GPS. Without these, it is hard to understand how the short to medium term results will be assessed and how this will shape investment decision making. For example, the short to medium term results for the Economic Growth and Productivity priority include: “Public transport is provided where there is sufficient demand”. It is unclear what is meant by “sufficient demand” and what metrics will be used to determine the level of demand.

The RTC **recommends** that all six national land transport objectives are given equal importance, including provision of appropriate transport choices and mitigating the effects of land transport on the environment.

The RTC **supports** the additional funding provided in the walking and cycling improvements activity class.

The RTC **recommends** that greater emphasis is placed on walking in the objectives and the results, and that reporting measures also include walking.

Public Transport

The Wellington region has a high-quality, well used public transport network of bus, train and harbour ferry services and one of our key strategic objectives is to provide *a high quality, reliable public transport network*. The rail network accounts for around 45% of journey to work trips from local authority areas other than Wellington City to destination workplaces within the Wellington CBD, highlighting the importance of the rail network as a means of transporting people to/from the Wellington CBD and taking pressure off the strategic highway network. The ongoing investment in public transport is welcomed by the RTC but it does not go far enough, particularly when compared to the funding allocated for roading.

The Draft GPS 2018 downplays the important role that quality public transport performs in supporting economic growth, improving efficiency and optimising the transport system, particularly in urban areas. It is also virtually silent on the role that public transport can play in reducing emissions. The references to public transport throughout the Draft GPS seem to suggest that it is a secondary mode of transport that should only be invested in if sufficient demand already exists. This contrasts with the GPS's statements in respect of roading, where investment is strongly encouraged to enable growth despite the acknowledgment that benefit cost ratios for state highway improvements have been diminishing.

Public transport is so much more than simply “a transport choice for those without private vehicles”. This type of wording does little to support or encourage an uptake in public transport and is not an accurate reflection of public transport users. Public transport (including buses, trains, ferries and light rail) is an extremely efficient mover of people and therefore plays an important role in addressing traffic congestion, achieving liveable cities, supporting an efficient transport network and contributing to economic growth and productivity. It will also play an increasingly important role in supporting New Zealand's ageing population which is likely to lead to more demand for public transport.

Reference is made in the Draft GPS 2018 to the lack of growth outside Auckland and Wellington in public transport use. Public transport patronage is very much a reflection of the services available and how it is integrated with the rest of the transport network. The RTC notes that in the cycling area, investment in networks is being explicitly used as a means of creating user growth. We therefore question why this investment approach is not also being applied to stimulate public transport growth across other centres in New Zealand.

The RTC remains concerned that the ability to deliver high quality and integrated public transport services is constrained by the inability to fund rail infrastructure through the NLTF. Separate funding for rail undermines the ability to efficiently plan and deliver an integrated one transport system approach. Under the current approach, rail capital works on KiwiRail network infrastructure that are critical for the reliable running of commuter rail services are not included in the NLTP.

In the Wellington region's Hutt Valley, all of the partners involved in the State Highway 2 (Ngauranga to Te Marua) Programme Business Case concluded that public transport and particularly rail improvements were an essential part of the solution for addressing the problems along this corridor including congestion, as well as facilitating growth. Delivering these solutions will be much less efficient, and ultimately more costly overall, than it should be because the public transport improvements are reliant on some significant infrastructure improvements to the rail lines. Negotiations with KiwiRail are required to make this happen, but the necessary infrastructure works are a lower priority for Kiwirail due to their focus on freight rather than passenger services. This disconnect makes it very difficult to deliver and maintain high quality passenger rail services.

We also wish to question the guidance in the ministerial expectations regarding the NZ Transport Agency taking a lead role in securing prudent activity management in public transport. The region's local authorities undertake activity and asset management planning as part of our responsibilities under the Local Government Act 2002 and are set out in our Long Term Plan.

The RTC **recommends** that the role and benefits of public transport are more clearly outlined in the GPS, recognising that public transport is an extremely efficient mover of people and therefore plays an important role in addressing traffic congestion, achieving liveable cities, supporting an efficient transport network and contributing to economic growth and productivity as part of the one transport system approach.

The RTC **recommends** a substantial reallocation of funding within the activity class framework in order to reflect the important role that public transport performs in the transport system.

The RTC **recommends** that the Government review the funding of passenger rail infrastructure, recognising that the delivery of high quality and integrated public transport services is constrained by the inability to fund rail infrastructure through the NLTF.

Resilience

The identification of resilience as one of the six national land transport objectives in the Draft GPS 2018 and its identification as a priority is supported by the RTC. Providing *an increasingly resilient transport network* is a key strategic objective for the Wellington region. The need to address resiliency now and for future users is a very real and pressing one.

As set out in the RLTP, a resilient transport network is one which is designed, developed and maintained to recover quickly from unplanned events. A transport network may be affected by both ‘High Impact Low Probability’ events and ‘Low Impact High Probability’ events. These may be natural hazard events ranging from a slip or surface flooding, through to a major earthquake or tsunami. Crashes that occur on the road network may also result in disruptions as a result of lane closures or an entire corridor being temporarily out of use. Another aspect of transport network resilience is the need to be adaptable to potential future changes in climate patterns, sea levels, travel demands, technologies, fuel types, and lifestyles.

It is this latter resilience element that we do not feel has been adequately addressed in the Draft GPS 2018. It is often the slower incremental threats to the network that are overlooked and it is critical that these be factored into our planning. It will be difficult to achieve this under the Draft GPS 2018 approach to resilience which focuses on identifying and remedying critical points on the network.

The RTC would strongly support a specific activity class for resilience to encourage and enable a focused investment approach to this important priority.

The RTC **recommends** that greater emphasis is given to longer term impacts and trends such as climate change.

The RTC **recommends** that a specific activity class for resilience activities be introduced.

Local road investment

The RTC does not support the reduced funding allocated to the local road improvements activity class. The rationale suggests this is due to underspending and we question if the reason behind this has been adequately investigated as it may be an indication of difficulties meeting the funding criteria rather than a reduced need for funding. We understand some local councils face difficulties raising their local share, particularly with pressure to keep rates increases to a minimum. We are concerned that those councils that are fully utilising this budget will be penalised by the reduced funding allocation. We also note the new definition for the activity class is focused on creating new local assets which is not in line with the value for money objective requiring investment get the best use out of existing assets (as mentioned earlier).

The RTC welcomes the additional funding provided in the local road maintenance activity class which is essential to support the implementation of the ONRC. However, we note that the public has not yet had an opportunity to comment on ONRC customer levels of service and the implications it will have on their local roads. We also envisage a greater effect on local road maintenance arising from the uptake of High Productivity Motor Vehicles by the transport industry. The increased use of these vehicles has been very successful and improved transport efficiency. However, the greater vehicle mass means assets are deteriorating at a faster rate than anticipated and the renewal needs of roads and bridges is increasing in turn.

The RTC **recommends** the reasons for underspending in the local road improvements activity class be fully investigated before any decisions are made regarding the level of funding.

Thank you once again for the opportunity for the RTC to provide feedback on the Draft GPS 2018.