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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee meeting 29 May 2012

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

The Boulcott/Hutt stopbank works are now progressing to the shortened construction programme. Earthworks on the stopbank from Mills Street to Ariki Street are now substantially complete. Footpaths, fencing and top soiling remains to be completed.

The contractor has made good progress on the section of the stopbank from Ariki Street to the former Boulcott/Hutt boundary. Stopbank earth works are about 50% complete. Installation of approximately 50m length of new Hathaway Avenue storm water pipe located under the stopbank is complete, and the remaining installation work is progressing.

Low bund earth works have been completed and grassed. The contractor is now working on reinstating the gates at the access points.

Out of the five retaining walls at the Connolly Street end, three are complete and work has started on the fourth retaining wall. Connolly Street realignment is now constructed to subgrade level. However, finishing with kerb and channel and sealing is taking more time than expected because of delays associated with the relocating of services, particularly 11kva cables. The contractor is currently relocating 3 11kva cables along the new road. Often cables cannot be switched off for jointing as planned because of ‘faults’ in other areas.

The golf course works required to establish the 18 holes interim course is progressing well. Out of seven features, two permanent Greens and two permanent Tees are complete and grassed. The contractor is now progressing with the construction of the temporary Tees.

The detailed designs for the other golf course reinstatement works are progressing. The golf course architect has completed the contour and shaping designs. An irrigation consultant is currently working on the irrigation design for individual features.

3.1.2 Lower Waitohu Stream

Background

At the Economic Wellbeing Committee workshop on 8 September 2011, Flood Protection staff presented three options for mitigating the flood risk along the lower Waitohu stream and at Rangioru. Three options were considered, with the committee requesting staff consult with the public on the basis of two stopbanks and minor stream improvements to be staged as follows:

Stage 1 Feb 2012	Stage 2 Dec 2011 - June 2012	Stage 3 July 2012 – June 2013	Stage 4 LTP
Cut back willows and trees on stream banks	Detailed design Consents	Construct South Waitohu stopbank, Convent Road 2 year deflector stopbank and stream improvements	Construct Convent Road 100 year deflector stopbank Bridge Raising by KCDC Implement planning controls

Consultation

Public consultation meetings took place on 20 February 2012 in Otaki and 27 February 2012 in Paraparaumu. These were held jointly with KCDC who were consulting on new stormwater flood maps for the district. Invitations for public attendance at these meeting were advertised in local newspapers and in a Greater Wellington newsletter that was placed on the Greater Wellington website and at KCDC service centres. The GW newsletter was also delivered to all properties along the Waitohu Stream between Convent Road and the mouth.

Feedback from the public regarding Greater Wellington's proposals overall was very positive and included:

- "Have a website updated regularly for the project".
- "It's a good idea to clear the channel".
- "How will you fix erosion on the south bank from Hewson Crescent to the old camping ground?".
- "No willows please".

Further consultation took place with individual landowners along the Waitohu Stream who would be directly affected by the works. All landowners spoken to expressed general support for the proposals as detailed on the drawings and recorded during on site meetings. Some minor modifications to the proposals were made following feedback received. There remains, however, the concern of some landowners about security if public access was permitted, and others were hesitant for stream channel maintenance easements being registered on their property titles. There was also the complication that the stopbank proposed at 72 Convent Road is located on Maori land which involves gaining landowner agreement through the Maori Land Court. In addition there are a number of outstanding issues that have been raised by the Otaki and Porirua Trust Board about the effects of the proposed stopbank on their property that are yet to be resolved.

Stage 1 - Willow Clearing Works

The stream clearing works was completed during March 2012, following agreements reached with the landowners adjoining the stream. This work involved the mulching of willows along the true left bank and the clearing of blockages in the stream channel. In addition stock fences were realigned and gates installed to provide machine access along the bank of stream channel for ongoing maintenance work. Previously channel maintenance was mostly carried out by hand working in the channel. Willow mulching did not take place on the true right bank, as Greater Wellington Biodiversity staff were concerned that the loss of shading to the stream channel would increase water temperatures and hence affect the habitat diversity. A one year monitoring programme of water temperatures and fish species in the stream was initiated to assess the effects of the stream clearing and other work undertaken.

Stage 2 - Detailed Design and Resource Consent

The detailed design is well underway and we are currently developing an environmental enhancement plan. A draft resource consent document has been completed which is currently being reviewed internally. We will lodge the resource consent with Environmental Regulation shortly. In addition, landowner agreements for constructing and maintaining the works are being formalised.

Stage 3 - Construct South Waitohu stopbank, Convent Road two year deflector stopbank and stream improvements

Following formal landowner agreements and receipt of resource consent for the proposed works, the contract documentation will be completed. It is proposed that the contract will be advertised and let prior to January 2013 to enable works to be undertaken during February-April 2013.

3.1.3 Lower Wairarapa Valley Development Work Programme

All three stages of the stopbank have now been completed. The site has been surveyed, and staff are negotiating with the adjacent landowner and the District Council regarding ownership and/or easements of the land under the stopbank and river berm. The balance of the property not required for river protection purposes will be put back on the market once negotiations are completed.

Several other works in the programme have also been completed, such as boulder rip rap erosion protection to Paul's bank on Lake Onoke and wave damage repair work to the stopbank at Macland farm on the river channel leading into Lake Onoke.

3.2 Operations Delivery Activities

Hutt River

Work programmes are stepping up in order to finish work delayed earlier in the year. The current phase of channel shaping at Boulcott has finished, and contractors are removing the gravel for the Boulcott stop bank. Beach stripping adjacent to the Upper Hutt River Road has been completed to remove unwanted vegetation growing on the beaches.

Stop bank maintenance to remove trees from the stop bank face, is underway at Manor Park, and access track maintenance and repairs are being carried out along the Taita berms.

Otaki River

Work programmes are running slightly behind schedule due to staff involvement in the capital works programmes. Willow mulching is underway in the upper river to help willow re-growth. Maintenance rock has been ordered for rock line and groyne repairs, and it is anticipated all rock will be delivered by the end of the financial year.

Good progress has been made preparing the Kapiti flood gate asset schedule, and undertaking repairs to ensure all gates are operating correctly.

Waikanae River

Maintenance work has been undertaken on the Otaihanga stop bank, and the rock lining adjacent to the boating club is being repaired

Staff are continuing to work with contractors and Corrections PD workers to assist the Waikanae Friends Group to maintain planting sites.

Western Watercourses

Waitohu Stream capital works to remove vegetation from the stream channel and upgrade fencing has continued, as reported above. Bed re-contouring has also been completed on the Askew's property in the upper reach of the Waitohu Stream.

Stream clearing runs are underway in the Taupo Stream, Kenepuru Stream and Waiwhetu Stream, and spraying has been undertaken to control weed growth in the Mangapouri Stream.

Recreation Activities

The fine weather, combined with Easter and the school holidays, resulted in increased activity along the Hutt River trail. The "Bike the Trail" event went ahead with over 1,000 participants, and the charity "Duck Race" was held at Melling with 5,000 entries. Trentham harriers held their annual marathon fun run, and an orienteering course was held at Mills Street.

Wairarapa River Schemes

The work programmes for 2011/12 are now largely completed. Resource consents for carrying out work in the rivers precludes work in the water between 1 June and 30 August to allow for fish spawning. There have been further blockages of the Lake Onoke outlet to the sea. The mouth has blocked 12 times this year, which is unusually high. Typically there are eight blockages each year.

The annual meetings of the river advisory schemes have been held with favourable comments from scheme members on the state of the schemes and the way they are being managed. The schemes have endorsed a proposed 3% increase in their river rates for the coming year. The 3% increase is considered just sufficient to allow for cost increases and enable the existing works programmes to be continued.

Gravel Extraction

Details of gravel extraction volumes extracted are outlined in the following table:

River	Extraction Volumes (m ³)	
	YTD 11/12	FY 10/11
Hutt Mouth	20,200	34,000
Hutt	23,600	11,300
Otaki	49,000	42,800
Wairarapa	146,400	259,000
Totals	239,200	347,100

Drainage Schemes

Drain cleaning operations are almost complete. Cleaning of the Manaia Drain is scheduled for June. Environmental Monitoring & Investigations staff will provide input to this work by reviewing the scope and extent of draining cleaning, methods used to restrict the amount of fish in the work area, and ways to recover and return fish to a safe environment.

The energy supply contract for the Wairarapa Pumped Drainage Schemes has been re-tendered, along with the Water Supply Energy Supply contract. A two year contract has been awarded to the incumbent supplier Genesis Energy.

3.2.1 River Management Resource Consent Applications

The Environmental Regulation Department have signalled a delay until June 2012 in finalising the Hutt River Mouth extraction and deposition consents. This delay has no immediate impact on our ability to continue operations at the Hutt mouth.

The results of the partial cross section survey of the Hutt River bed have been analysed, and will shortly be reported to Environmental Regulation. A decision has yet to be made on public notification of the Hutt River wet gravel extraction consent.

Progress continues on the Global Consents Project for flood protection maintenance and operations. Since the last report to the committee, the preferred consultant to prepare the applications has been identified and we are in the process of finalising the contract and advising the unsuccessful tenderers. Work on the consent project and Code of Practice is continuing within the Department.

3.2.2 Asset Management and Planning

Good progress has been made revaluing the Flood Protection assets. Unit rates to construct these assets have been prepared, and are being independently reviewed by external consultants. The project is on track for completion by 30 June 2012.

Inspection of flood protection assets in the western area have been arranged for May and June 2012. These inspections assist to develop work programmes and work priorities for the forthcoming year.

A Council workshop on plant criticality and condition rating was held in April with representatives from across the organisation. Progress was made in developing a shared understanding of the risks faced by each department, and the development of a standardised condition rating criteria applied to the assets they manage. An important outcome of the workshop was a proposal from an Asset Management Steering Group to ensure a consistent Council approach to asset management and strategy.

3.2.3 Staff Matters - Health & Safety

Seven occurrences were reported during the period:

- Two injury related incident, a wasp sting and a neck strain whilst using a pole saw - 16 hours of loss time resulted.
- Five audits – Induction of new staff RCC and Waiwhetu Friends Group.

Description	Period April to May 2012	Year to Date Jul 11– Mar 2012
Injuries - Number	2	20
Injury Loss Time Injury (Hrs)	16	76
Audits / Hazards - Number	5	61

A meeting is planned in early June, with representatives from the Catchment Management Safety Committee, to review the annual health checks schedule and the current utilisation and functionality of SafeTsmart. The group will provide input to an improvement plan for SafeTsmart.

3.3 Investigations, Strategy and Planning

Waiwhetu Flood Plain Management Plan (FMP)

The option development is delayed as a result of the consultants not completing the work on the programme. The delay in options development will push the June reporting back to September 2012.

The environmental strategy development continues, but some items are stalled due to progress delays on the flood management options.

The first Waiwhetu Stream community walkover was held on 10 May 2012, and attended by members of the Friends of Waiwhetu Stream and the wider community. The weather was poor, which reduced numbers to 20 people.

Wainuiomata Flood Hazard Maps

The updated maps are about to be sent to HCC and a small group of residents through their Consultant. A report with the final Wainuiomata River flood and erosion hazard sheets will be presented to the Hutt Valley Flood Management Subcommittee's June meeting seeking a decision to release the final maps.

Waiohine Flood Plain Management Plan (FMP)

The Phase 1 report has been signed off by the FMP Committee, and is currently in the publishing process.

The range of options for each of the river management, planning, flood warning and emergency response components of the FMP are being developed in further detail.

This suite of combinations of options will then be considered by the FMP Committee.

Pinehaven Flood Plain Management Plan (FMP)

The draft MCA for option assessment has been prepared by SKM and its format agreed to by UHCC and Greater Wellington. This will be trialled by officers, and reviewed on 15 May 2012.

A public workshop is being planned for June.

Tawaha Catchment Diversion (Whakawiriwiri Stream)

The hydraulic design and related construction drawings have been completed, and peer reviewed by an independent consultant. An indicative costing of the project has been completed, and the construction methodology is being written into the resource consent application.

Landowner consultation on the 'solution', access and possible compensation will commence once the initial round of AEE has been completed.

The Department of Conservation (DoC) will be consulted with on the AEE matters prior to contacting the affected landowners: A particular concern being Barton's Lagoon as the base flow water level will drop. To that effect, a detailed ecological survey of the lagoon has been commissioned.

Flood Hazard Advisory Services

The Guideline for Advisory Responses (Western Region) has been completed, and a similar guideline will now be developed for the Eastern Region.

Through Environmental Policy, feedback has been provided to HCC on their draft Stormwater Plan, and to PCC on the Pauatahanui Judgeford Structure Plan. Officers have also provided support to Environmental Policy regarding the RPS Appeal.

Other Investigations and Project Support

Other Investigations and project support include:

- **Waikanae River Sedimentation Processes Study**

The study is underway with Opus Consulting Engineers being the appointed consultant. A first round of key stakeholder consultation was completed on 23 April. The draft stage 1 summary report will be submitted in the week commencing 14 May. The anticipated completion date of the study is still programmed for the end of July 2012.

- **Climate Change Adaptation Scoping Study**

The current hydraulic models review has been completed.

The regional scale probable maximum precipitation (PMP) flood maps and 1-in-100 year flood maps have been completed.

A GIS based risk analysis tool will be used to present the data, including details of land use; anecdotal/modelled 1-in-50 year regional flood map;

1-in-100 year regional flood map; PMP regional flood map; consent expiration; and the key infrastructure locations. This work will be used to assess the overall regional flood risk as a result of climate change, and to prioritise future investigations work.

- **Otaki River – Hydraulic Model Update**

River Edge Consulting has been appointed to update our current hydraulic 1D and 2D model to incorporate climate change affects, as well as the stormwater model developed by Kapiti Coast District Council (KCDC) in conjunction with NZTA and their appointed consultants. The update is scheduled to be completed by the beginning of July 2012. Unfortunately progress has slipped against the target dates to have a working model up and running at the end of April.

- **Waikanae Environmental Strategy**

The review of the Waikanae River Environmental Strategy is due to be signed off by all key stake holders (externally and internally) shortly, and envisaged to be published by the end of May 2012.

- **Floodplain Management Guidelines**

The need to update our guidelines, and therefore our vision and policy in Flood Protection, was identified some time ago. This has now been given a priority and the ‘status’ of a project in its own merit. A project manager has been appointed with a view of completing this in six months’ time.

- **Otaki Floodplain Management Plan Review**

A scoping report is being prepared to outline the scope of the review, identify key information gaps and provide a basis for consultation.

- **Waingawa River Scheme Review (FMP)**

The project has re-commenced to develop the Scheme Review into a Floodplain Management Plan with the appointment of Kyle Christensen (PDP) on a secondment basis until the end of June 2012. The secondment could well be extended until the end of the calendar year, depending on the successful recruitment of the project engineer in the Masterton office.

4. Public Transport

4.1 Public Transport operations

4.1.1 Bus services

(a) Trolley bus services contract

PricewaterhouseCoopers (PwC) are currently undertaking an independent value for money audit of Greater Wellington’s trolley bus contract with Wellington City Transport Limited (WCTL). PwC’s findings of the audit will be presented to Greater Wellington shortly.

These findings will inform the negotiations on the renewal of the trolley bus contract.

(b) **Operator audits**

Valley Flyer will undergo its regular operator audit in June. The audit will cover areas such as (but not limited to): health & safety management, complaints handling processes, vehicle quality standards against contract requirements, and data capture processes.

4.2 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.

4.2.1 Wellington

A report on the Wellington City Bus Review is included as a separate item on the agenda for this meeting.

4.2.2 Otaki

As previously reported, a new Otaki bus timetable was finalised after a presentation to the Otaki Public Transport review Reference Group on 26 January 2012. Implementation is planned for mid 2012, subject to successful negotiations with the bus operator.

4.2.3 Wairarapa

The review of bus services is now complete and the outcome as approved by the Economic Wellbeing Committee on 15 March 2012. Implementation is planned for mid 2012, subject to successful negotiations with the bus operator.

Options for improving the rail services are currently being worked through with KiwiRail and Greater Wellington officers.

4.2.4 Porirua and Kapiti Post Implementation Reviews

Officers have begun post implementation reviews on recent 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 for to services; whilst we are not looking to make wholesale changes it is potentially possible to fine tune some areas

4.2.5 Christmas Planning

Officers have begun the planning process for services levels over the Christmas period 2012/13 and will work with operators and stakeholders in doing this.

4.2.6 'Taxi Fair'

Officers have written to current users of the Leinster Link Taxi Fair scheme giving them notice that the scheme will cease operation on 1 September, 2012.

4.3 Bus stops and shelter

Contractor has been engaged to supply and install 15 new Metlink bus shelters this financial year. Installation is to be completed by 30 June 2012. To date

- the Waikanae shelter has been installed
- in Upper Hutt the concrete pads on which the shelters will stand have been installed and the shelters will be installed shortly
- the concrete pads for the remaining 7 shelters are currently being installed across the rest of the region.

4.4 Fares

4.4.1 Fare Structure Review

Following the paper to Council on 2 May 2012 on progress with the fare structure review, work has commenced on designing the web based survey and supporting technical documentation. It is intended that some targeted information sessions will occur in July with public consultation in August/September 2012.

4.4.2 Annual Fare Review 2012

On 27 March the Council agreed to a fare increase from 1 October 2012 subject to the approval of the Long Term Plan 2012-22 and successful negotiations with operators. We are now awaiting the outcome of the Long Term Plan consultation and Council deliberations before negotiations with operators can be completed.

4.5 Rail operations

4.5.1 Matangi

At 9 May 2012, 66 Matangi cars (33 2-car units), or 69% of the total new fleet have been approved for service. We have 83% of the fleet (80 cars) delivered to Wellington. There are only eight 2-car units still to be delivered.

The successful introduction of Matangi to the Johnsonville Line in mid March has been followed by some complaints from residents about horn and track wheel interface noise. A solution to the horn issue has been identified and is currently being rolled out across the fleet. The screeching noise coming from the track wheel interface on the tighter curves is the subject of an ongoing investigation that will take longer to resolve, and may require expertise external to Greater Wellington and KiwiRail.

4.5.2 English Electrics

There are only three 2-car sets still operating, and these units will be retired in the next month or so. The Ferrymead unit will be returned to the Canterbury Railway Society as soon as damage to a turnout at their premises is repaired.

One unit has been installed at the NZ Fire Service's brand new training facility in Rotorua (see picture below).

The Ministry of Defence has requested two cars but is yet to pick them up.

The rest have been offered, through a formal EOI process, to various railway heritage societies at scrap value. Once the heritage societies have been exhausted the remainder will be offered to the general public on similar terms.



4.5.3 SW Carriages

KiwiRail engineering is working on the details to improve the cooling of the generator sets. The work is expected to be complete in May.

Greater Wellington has approved a trial improvement to the storage arrangements of bikes and luggage on one Wairarapa train. See picture below of bike storage hooks in the generator car.



4.5.4 SE Carriages

The special monthly maintenance and inspection regime on the stored SE cars continues while Greater Wellington and KiwiRail determine accurate capital and operational costs of conversion for Wairarapa services.

4.5.5 Track access negotiations

KiwiRail and Auckland Transport continue to negotiate new track access agreements.

While the final changes are being made to the Auckland agreement, we have started engaging separately with KiwiRail on the process of developing the Wellington agreement (which will be largely consistent with the Auckland agreement).

The term has been agreed at 85 years to ensure a detailed long term arrangement that gives certainty of access rights, network services, network asset management and funding.

4.5.6 Asset management

The first draft of the Asset Management Plan (AMP) covering all of the Greater Wellington and GWRL transport assets has been received from our consultants. Generally we are pleased with the content and presentation and will work with the consultants to complete the full picture and confirm the veracity of the financial models and budget information. Once finalised we will complete a peer review and prepare for audit and wider circulation.

4.5.7 Asset Prioritisation Framework

The algorithm which underpins the infrastructure investment priority framework is still being fine tuned. In the meantime a package of safety and

condition grade 5 and 4 (poor condition) works is underway to close out the work and budgets to June.

5. Development

5.1 Wairarapa Water Use Project (WWUP)

The WWUP prefeasibility investigations continue to be advanced in accordance with the work programme. Recent investigations have seen the number of water storage site options reduce to 30 from which the top 10 to 15 sites will be selected. Other investigations include theoretical water demand, actual water demand, investigations into the feasibility of including stock water races and treated municipal waste water into the WWUP, financing and ownership options and water availability assessments. In addition an application has been made for a grant to central Government's Irrigation Acceleration Fund to augment Greater Wellington's project funding. A response is expected in June.

The prefeasibility investigations will be concluded in November. In preparation for the Committee receiving a report, a workshop will be scheduled in August and another in October.

6. Recommendations

That the Committee:

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

Report prepared by:



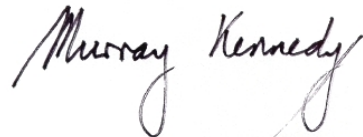
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