



**Report** 06.400  
**Date** 11 August 2006  
**File** E/06/19/03

**Committee** Passenger Transport Committee  
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## Transport Information Bulletin

### 1. Purpose

To provide information of transport issues not covered by other reports.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Financial Update

It is too early in the year to report on the Division's financial position. Regular reporting will commence from the next Committee meeting.

### 4. Rail Update

#### 4.1 Wairarapa Passenger Cars

On 19 July 2006 Rhona Hewitt (Greater Wellington Regional Council officer) and Giles Dallaway (Engineer to Project – Halcrow) visited the Toll Hillside factory in Dunedin to review the manufacturing progress of the project. The following is the status of the first 3 cars:

- SW1 passenger car – Delivery on target. The car was in the fit-out shop and all the external panelling had been fitted and primed. The interior fit-out was progressing with panels and one trial light being fitted up.
- SWS1 buffet car – Bodyshell from Hutt site had been stripped down and was mounted on stands for initial measurements.
- SWG1 generator car – Bodyshell from Hutt site had been stripped down and would follow on from SWS1.

It has been proposed that the initial train would be four cars. This is to ensure that the maximum numbers of seats are available for the launch of the first train. The acceptance schedule for the vehicles is now being reviewed to identify what changes will be required to reconfigure vehicle deliveries to

match the changed service entry requirement. Toll will review the number of bogies available, including any spares, to determine how the impact of bogie availability on car introduction can be reduced.

Toll has suggested that a display could be set up on Platform 9 of the Wellington station as part of the vehicle introduction just prior to launch. This will be reviewed as part of the communications plan for the project.

Barrier Free have completed their review of the design of the Wairarapa cars. A report has been produced and a final close off meeting was held on 15 August 2006 between: Barrier Free, Toll and Greater Wellington Regional Council (GWRC) Officers.

## **4.2 New Electric Multiple Units (EMUs)**

The user requirements document which forms a major part of the Expressions of Interest documentation has been signed off by Project Best Design Group, this group represents train driver, guards and train users interests. The document is now awaiting final sign-off from Toll and ONTRACK.

Toll has completed an operations study for the new EMUs, which is now undergoing an internal GWRC review. This document will then be passed to ONTRACK to be incorporated into a power study of the Wellington rail network power system.

A draft communication plan for the project has been developed by Halcrow. The ownership and ongoing development and implementation and this plan has now been passed onto GWRC officers. Karen Richardson and Andrew Cutler will be progressing this.

Work is continuing on the Expressions of Interest documentation. It is now envisaged that approval for this documentation will be sought from Land Transport New Zealand in late August/early September.

## **5. Bus Update**

### **5.1 Trolley Buses**

As part of the funding requirements from Land Transport New Zealand for the Trolley Bus operation the following 2 documents have had to be developed:

- A Procurement Philosophy for Bus & Ferry services within the Wellington Region
- A Procurement Procedure for trolley bus services – this is a requirement under section 25 of the Land Transport Management Act 2003.

The Philosophy has been developed and will be incorporated into the draft Regional Passenger Transport Plan for consultation. The Procurement Procedure is being developed by GWRC in close consultation with Land Transport NZ, and should be approved by the end of August 2006. The draft Trolley Bus Operating Contract will then be amended to take into account the requirements of the procurement procedure.

## 5.2 Service Improvement Updates

The following table shows patronage percentage movements for the period January to June 2006 compared to the same period in 2005 for routes where there have been recent service changes:

### Service

Tawa (Route 59, route extension and increased frequency)	71%
Otaki (Route 70, simplified route, increased frequency and service visibility)	79%
Valley Heights (Route 121, improved bus/rail connections and earlier commuter trip)	25%
Newlands/Grenada Village/Woodridge (increased route coverage)	4%
Whitby/Papakowhai/Paremata (increased route coverage and frequency)	2%
Miramar Heights (Route 24, all day service to Evans Bay and no longer serves Newtown – see 5.7.2 below)	-6%

## 5.3 Bus Capacity Issues

Nine Stagecoach Wellington bus routes have experienced over 10% patronage growth in the first three months of this year compared with the same period in 2005, contributing to added strain on already well loaded services. More recent data shows this trend continuing with Stagecoach Wellington services averaging around 7% growth in June 06.

In our last update we referred to the need for analysis of data and the completion of more service monitoring in order to establish potential solutions. This has now been completed.

Further discussions were held with Stagecoach on 29 May and 28 June relating to their suggestions for extra bus peak bus services.

The following routes have been identified and agreed on as those most in need of extra service in the morning peak:

- Hataitai (possibly a Route 2 service from Kilbirnie Shops via Hataitai)
- Island Bay (Route 4)
- Karori (Routes 12 & 18)

Khandallah was identified as being a priority also, however patronage and incidents of people not being able to board buses was not as significant as on the routes identified above.

Additional evening peak requirements have also been identified for Karori services however our understanding is that these will be registered commercially. We are now awaiting costings for other services from Stagecoach.

## **5.4 Ferry Services**

The trial Petone Ferry service was terminated on 30 June 2006 due to poor patronage uptake. We subsequently agreed to additional sailings being put into the Days Bay service which continues to show steady growth. These new services commenced 3 July 2006, but as yet it is still too early to assess any impact these have had. The new services will be part of a ferry service review in 2007 when the current Days Bay ferry contract is due to expire.

## **5.5 Wellington School Bus Review**

The Wellington school bus review is now complete and has highlighted a need for rationalisation of some services as well as a need for some additional service elsewhere, particularly Wilton and Wadestown. This may involve a requirement for one extra peak bus in the mornings but is offset by the reworking of some other services and reducing the overall afternoon peak bus requirements. Tenders were released on July 14 2006.

Overall we received approximately 1,000 submissions from 30 schools in response to our request for feedback. This represents approximately 7% of the total 14,000 requests distributed.

## **5.6 CBD Monitoring**

Monitoring of bus travelling times between Courtenay Place and Manners/Willis Street has been completed over a three day period, incorporating both morning and evening peak times. The results are currently being analysed.

## **5.7 Other Bus Services and Contracts**

### **5.7.1 Wairarapa**

Tenders will now be released for Wairarapa bus services during the July quarter. Tenders will include service enhancement options for bus operators to make submissions on: increasing the Masterton township bus service from 2 days to 5 days per week, a weekend bus/train connection service between Martinborough and Featherston, and an increase in service between Masterton and Featherston (including Masterton hospital) during the week.

The delay in release of this tender is mostly centred around the need for agreement between ourselves and Tranzit Coachlines over issues around some commercial service registrations.

### **5.7.2 Miramar Heights/Evans Bay**

Initial feedback suggests that the changes to these bus routes have been accepted positively and that there has been an increase in trips out of the primary Evans Bay and Miramar Heights catchments serviced by the route.

The new Miramar Heights bus route overall carries 24% less passengers than the three routes it replaced (24,27,42). This is to be expected as the former

routes 27 and 42 served Hataitai and Newtown, with many passengers boarding in these locations boosting passenger numbers.

Passengers that used the 27 and 42 from Newtown and Hataitai have many other alternative services available. Therefore the reduced number of passengers on the new Route 24 reflects a redistribution of passengers to other routes such as Route 2,5,6 and 25 rather than an actual reduction in bus usage.

The new route travelling via Evans Bay during the day now provides a significant improvement in bus service for local residents that formerly had no interpeak daytime bus service as well as providing earlier and later bus times.

### 5.7.3 Route 14 (Te Anau Road Loop)

This section of the Route 14 service is operated by four morning services only. Te Anau Road at one point was part of the main Roseneath bus route, discontinued approximately 15 years ago. There is no corresponding evening service.

There have been ongoing problems with buses being caught up by parked cars on a particularly narrow stretch of the road. In some instances, buses have not been able to get through at all which then affects the rest of the journey as there is no room to complete a three point turn.

Subsequently we have decided to discontinue this section of the route and advised users accordingly. The affected services will be diverted back along the standard route (Arawa Road and Grafton Road). This is effective 4 September 2006.

## 5.8 Reviews

Other services specifically being monitored for performance and quality this quarter include:

Routes 160/165/170 Wainuiomata  
Route 150 Kelson - Maungaraki  
Route 14 Kilbirnie - Wilton

## 6. Transport Infrastructure

### 6.1 Commuter Carpark Update August '06

#### 6.1.1 Waikanae Carpark Extension

In May, tenders were called for the provision of an additional 25 spaces at the existing Waikanae carpark. The successful tenderer was Kapiti Roadmakers at a cost of \$64K. This work was successfully completed in June this year.

#### 6.1.2 Petone Eastside Commuter Carpark Proposal

Plans were drawn up in June for the provision of a new 42 space commuter carpark on rail land adjacent to the Hutt Road and just south of Petone Station. This would cater for commuters coming from the eastern side of the line, who

currently have to cross the Korokoro Bridge to access commuter parking. This current proposal still needs ONTRACK sign-off and will be considered for this year if budget limits allow.

### 6.1.3 Epiha Street Commuter Carpark Extension Proposal

During last year the lease expired on the MacIntosh property GWRC purchased on behalf of Kapiti Coast District Council about 5 years ago. Since then tenancy has operated on a three month by three month basis and the buildings are due to be empty by the end of August. The buildings occupy land right next to the existing commuter carpark at Paraparaumu Station (in Epiha Street) and were purchased to secure this area for future commuter carparking.

In December '05 we had plans prepared that included demolition of the buildings and provision of an extra 57 carpark spaces. Pressure on this carpark is huge, and the extra spaces would be welcomed. The proposal will be considered for this financial year if budget limits allow.

### 6.1.4 Plimmerton

A draft proposal has been prepared by Duffill Watts & Tse on behalf of GWRC for the intended installation of a new pedestrian level crossing at the north end of the station. Current demand for commuter parking is increasing and with the future loss of some parking on Styne Avenue there will be a demand to increase on the limited number of spaces that already exist. If permission is given by ONTRACK to build a new pedestrian level crossing an agreement could be reached with Porirua City Council to lease current parking and future land for development in the Plimmerton domain.

## 6.2 Wairarapa platforms

GWRC are currently working together with ONTRACK and consultants Duffill Watts & Tse on the upgrade of the Wairarapa Line. From March 2007 onwards will see the introduction of new passenger carriages. Work will begin later this year on stations to increase the heights and lengths of the platforms. Also during this period of work, resurfacing of platforms will also be undertaken as and where necessary. Further enhancements will take place with new station signage, improvements to lights, security and other station furniture.

## 6.3 Metlink signage

Metlink signage is the subject of a separate report to the Committee.

## 6.4 Asset Management Plan

GWRC officers are currently working together with consultants(GHD Ltd) in developing a transport asset management plan that brings together the management, financial, engineering and technical practices related to the assets owned or intended to be owned by GWRC.

A full asset management plan is to be developed which will adopt long term management of assets, optimising current and future expenditure to match desired levels of service and for the plan to enable efficient allocation of resources. It is expected that a draft report will be ready by November 2006. In conjunction, a corporate asset management system is also being developed in order to maximise levels of management and data held.

## **7. Fares**

On 29 June 2006 the Policy, Finance and Strategy Committee considered Report 06.305 and adopted the structure of “14 Metlink fare zones generally as set out in the “Fare go!” brochure.”

Report 06.305 was considered in “Public Excluded” business but, as signalled in the report, was made public once it had been seen by all Metlink operators. It is now freely available on the Council’s website at [http://www.gw.govt.nz/councilreports/pdfs/reportdocs/2006\\_305\\_1\\_Report.pdf](http://www.gw.govt.nz/councilreports/pdfs/reportdocs/2006_305_1_Report.pdf)

Councillors need to be aware of a number of changes which were made to fare zone boundaries subsequently:

### **7.1 Maymorn, Te Marua**

Because of problems associated with Hutt Valley passengers taking up scarce capacity on Wairarapa trains, a package of measures has been introduced to discourage this practice. One element has been to move Maymorn station into Fare Zone 8. For the sake of consistency, Te Marua on bus route 112 has also been moved into Zone 8, resulting in the adult cash bus fare to and from Upper Hutt increasing from \$2.00 to \$2.50 rather than reducing from \$2.00 to \$1.50 as it would have done under the original proposal.

### **7.2 Epuni and Waterloo**

The Consultation Proposal had a fare boundary at Waterloo for trains and Epuni for buses on route 150. This has been modified slightly so that the fare boundary is between Waterloo and Epuni for train journeys, which addresses operational issues identified by Tranz Metro and makes the fare zones easier to present on maps.

This leaves Trentham as the only point on the rail network where a fare zone boundary is at a station rather than between stations. It may be appropriate to move this fare boundary to between Heretaunga and Trentham when fares are next adjusted.

### **7.3 Kaiwharawhara and Ngauranga**

For operational reasons, for many years, Tranz Metro fares from Hutt Valley and Paraparaumu line stations to and from Kaiwharawhara and Ngauranga, have been the same as fares to and from Wellington. Therefore these two stations are in Zone 1 for train journeys whereas they are in Zones 2 and 3 respectively for bus journeys. This will affect very few passengers given the low patronage at the two stations.

## 7.4 Days Bay and Eastbourne

Days Bay and Eastbourne were put into Zone 6 at the request of Cityline Hutt Valley, which operates most Eastbourne route services on a commercial basis. The only trips provided under contract to the Council are evening and weekend services, and two morning peak period trips on route 85. Bus companies have the right to set fares on commercial services (hence the higher fares on the fully commercial Flyer service, for example).

## 7.5 Paraparaumu Beach, Raumati Beach, etc

Mana Coach Services agreed to put all of the Paraparaumu and Raumati area into Fare Zone 9, which means that there will now be a flat fare of \$1.50 (adult cash) or \$1.00 (child cash) for all Kapiti Coast bus journeys except those to and from Waikanae, Otaki, and Paekakariki.

## 7.6 Flyer fares

Cityline Hutt Valley's Flyer service between the Hutt Valley, Wellington and Wellington Airport will now use the same fare zones as all other services, although the fares themselves will continue to higher than on other services. The Flyer is a fully commercial service.

The Flyer's fare structure will compare with standard fares as follows:

No. of Zones	Metlink standard adult cash	Flyer adult cash
1	\$1.50	\$3.50
2	\$2.50	\$4.50
3	\$3.50	\$5.50
4	\$4.00	\$6.50
5	\$4.50	\$7.50
6	\$6.00	\$8.50
7	\$7.00	\$9.50
8	\$8.00	STARPass
9	\$9.00	STARPass

STARPass = passenger will be sold a \$10.00 all-day STARPass ticket.

## 7.7 Special product fares

Whereas Stagecoach Wellington / Cityline Hutt Valley increased most of their daily and monthly fares (Daytripper, Gold Pass, etc) Tranz Metro chose not to increase theirs, except for the Stadium Connection fare on the Hutt and Paraparaumu lines, which will increase from \$6.00 to \$7.00 for return journeys in connection with Stadium events.

Some services such as the cable car, the harbour ferry and long-distance commuter buses operated commercially from places such as Waikanae, Upper Hutt, Stokes Valley and Wainuiomata, will continue to charge special non-Metlink fares, which will also increase in some cases.



## 8. QPA Meetings

Three QPA meetings have been held - Porirua/Kapiti (13 June), Wellington (28 June) and Hutt (10 July). Each meeting commenced with presentations from Cr Evans on QPA processes and on his paper “Where to with passenger transport” that had been presented to the Regional Land Transport Committee. The meetings were all well attended by councillors, council officers, and transport operators and addressed a number of local issues.

## 9. Communication

A number of items in this report will be communicated to the relevant communities through Metlink initiatives. Progress on various rail projects will be communicated to the community through the media.

## 10. Recommendations

*That the Committee:*

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

Report prepared by:

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