



Report 09.441
Date 21 July 2009
File E/06/29/03

Committee Transport & Access Committee
Author Wayne Hastie, Divisional Manager, Public Transport

Divisional Manager's report

1. Purpose

To provide a brief update on public transport activities.

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. Highlights

3.1 Kapiti Stations

In May the NZTA Board approved the funding to upgrade Paraparaumu and Waikanae Stations, including train stabling at Waikanae. Subsequently, ONTRACK have awarded a detailed design and construction management contract.

3.2 Bus stop maintenance

Work continues on renewing and upgrading the region's bus stop signs. The programme also includes installation of timetable information holders for stops that have no service information.

Greater Wellington shall be trialling a new Metlink bus stop flag in Kapiti for the upcoming route changes. The new signage will be at least three times cheaper to produce and maintain than the old signage.

Greater Wellington officers have had recent successes in prosecuting several vandals in Lower Hutt and Kapiti:

- Kapiti Coast Police successfully prosecuted a man for attacking two Metlink bus stop signs (and his flatmate) with an axe in January 2009. He

was ordered to pay Greater Wellington \$287 with a nine month supervision order and 180 hours community service.

- A tagger was convicted in the Lower Hutt District Court on 3 July 2009 of intentional damage, and ordered to pay \$150 reparation to Greater Wellington and do 40 hours community service.

3.3 Park and Ride

Waterloo Station's North-Eastern Cambridge Terrace carpark now has more effective lighting. The new lights are angled for maximum efficiency and coverage making the carpark safer and more secure for commuters.

3.4 Rail infrastructure projects

Earthworks continue in a variety of locations along the MacKay's to Waikanae double tracking corridor, including areas that were pre-loaded but have now settled sufficiently. Pole foundations are starting to be installed. The works are now very visible to the public.

Work on the improvements to the Wellington Station entry continued with progress being made on foundations, above-ground structures, and drainage. Track in the eastern yard is being relocated at present to make room for the third (new) mainline track.

Greater Wellington has asked ONTRACK to review their contractor supervision processes in light of the major disruption caused on 10 July 2009.

Seven new power substation buildings were completed and handed to the equipment contractor on 1 July. All substation equipment passed the factory acceptance tests, and the first tranche of fabricated equipment is either on the water or already in Wellington. Power control system hardware and software contracts were awarded and configuration work has started.

Overhead lines work is occurring on the Hutt Valley line five nights a week starting at 2000 hours and completing at 0500 hours. Work has also progressed at Johnsonville and Glenside.

Signals cabling and location boxes are starting to be installed and equipment is being fabricated off-shore.

3.5 Matangi trains

Key design elements are complete and construction of the "engineering mock-up" has commenced. The "engineering mock-up" is used by the production team to verify the design and confirm the structural performance. The artist impression below depicts the latest design of the exterior.



The photographs below show various stages of the engineering mock-up construction.



3.6 Procurement of Bus & Ferry services

We have sought and received further feedback from bus and ferry operators on our procurement strategy following the endorsement of New Zealand Transport Agency in December 2008.

This feedback is now being assessed and, if appropriate, a workshop for those operators who supplied the feedback will be held late July / early August 2009.

As reported previously this additional step means a delay to the tendering of Hutt Valley bus services, however given the long term implications of the procurement strategy we consider this worthwhile.

3.7 Bus services

Service changes in Stokes Valley were implemented in June following a review of the route. There has been some unhappiness expressed by customers who are no longer able to catch a service from Stokes Valley all the way to Petone. Other options are available to them with the ability to transfer without penalty at Queensgate to high frequency Petone-bound services.

Smaller scale changes in the northern suburbs have gone smoothly.

3.8 Trolley buses

Trolley bus delivery continues to remain on schedule – at 30 June 2009 there were 51 new buses in service. The remaining 10 buses are now in the Wellington depot for commissioning.

3.9 Metlink Website

Work on the new Metlink website is progressing well with the new go live date planned for mid August. Trapeze UK are currently working on amending the output from the journey planner to include the information necessary to plot journey details and route maps overtop of Google Maps. Along with the use of Google maps as the default mapping interface, the new website will include a host of new features such as a fare calculator, RSS feeds for service updates, an improved journey planner front end and street view functionality for identifying bus stops. The new look site will remedy many of the teething problems users experienced with the current site and should provide a much more enjoyable experience for both new and existing users.

Due to launch alongside the redeveloped Metlink website will be Metlink.mobi, a scaled down version of the website for use on smart phones which will provide journey planning, timetable and stop information for users direct to their mobile phones.

3.10 Google Transit

In addition to the new website and mobile application work has been going on behind the scenes preparing a data feed for a Google Transit application. Google Transit it allows users of Google maps to access public transport information and journey planning directly from the Google Maps site. More than 413 cities throughout the world have made their public transport information available on Google Transit and we are hoping to be the first within New Zealand. Our data is currently due to be included in the next Google Transit feed at which time it will become available for testing. If the testing is successful the application will become available to the public in the next few weeks.

Google Transit is considered complimentary to our existing website in that it allows access to our Public transport information to those users who may be unaware of the Metlink site. There is no cost to the Council from using Google Transit other than a small amount of staff time to set it up.

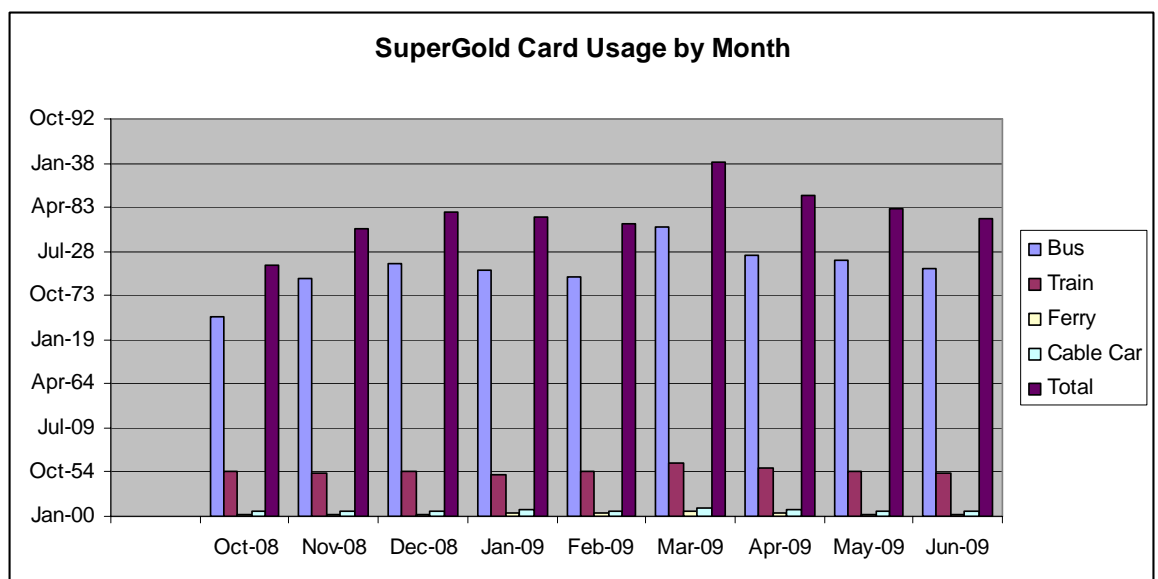
3.11 SuperGold update

Updated GW passenger figures and costs of the SuperGold card free travel scheme are shown below:

	Bus	Train	Ferry	Cable Car	Total	Reimbursement
Oct-08	90,566	20,081	843	2,266	113,756	\$310,864
Nov-08	107,430	19,449	707	2,415	130,001	\$341,775
Dec-08	114,342	20,020	1,093	2,429	137,884	\$363,813
Jan-09	111,762	19,080	1,775	2,799	135,416	\$354,229
Feb-09	108,182	20,555	1,365	2,397	132,499	\$349,610
Mar-09	131,115	23,869	1,998	3,441	160,423	\$423,729
Apr-09	118,356	21,832	1,644	3,336	145,168	\$384,827
May-09	116,236	20,201	619	2,389	139,445	\$362,236
Jun-09	111,894	19,913	577	2,063	134,447	\$349,190
Total	1,009,883	185,000	10,621	23,535	1,229,039	\$3,240,273

The figures show a decline in the use of the scheme in recent months, presumably as a consequence of the colder weather.

The graph below highlights these trends.



4. Communication

No communications are required.

5. Recommendations

That the Committee:

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

Report prepared by:

Wayne Hastie
Divisional Manager, Public
Transport