

Report 17.234
Date 21 June 2017
File CCAB-8-1196

Committee Council
Author Greg Campbell, Chief Executive

Update on transport matters

1. Purpose

To provide Council with an update on transport matters raised at the Council meeting on 24 May 2017.

2. Background

Following discussion on Report 17.142 – Summary report for the third quarter 2016/17 at the Council meeting on 24 May 2017, Council passed the following resolutions:

That the Council:

- 1. Requests the Chief Executive to initiate discussion with KiwiRail, the Ministry of Transport and the Member of Parliament for Wairarapa on the upgrading and maintenance of the Wairarapa Line.*
- 2. Requests the Chief Executive to call a meeting with KiwiRail for an explanation of locomotive performance on the Wairarapa Line.*
- 3. Requests the Chief Executive to call a meeting with Transdev for an explanation of capacity issues on the Wairarapa Line.*
- 4. Invites the Chair to make a press statement on the above three recommendations.*
- 5. Requests the Chief Executive to meet with the Chief Executive of NZ Bus to convey the Council's sense of urgency for handover of the prototype bus from Wrightspeed to NZ Bus for testing, with the objective of the Wrightspeed conversion being completed by 31 October 2017.*

3. Update

3.1 Wairarapa rail

In order to address the specific requests and advance a greater collective and collaborative approach to resolving the various issues impacting Metlink Wairarapa rail services the following actions are being taken:

- a. We have appointed a special project manager to provide independent advice and advocacy to all parties and stakeholders – to both assess the needs of customers and the roles, responsibilities, options and trade-offs between Greater Wellington Regional Council (GWRC), KiwiRail, Transdev Wellington, territorial authorities and local communities along the full Wairarapa Line. This will include meetings between Chief Executives (as requested) plus more inclusive workshops to bring together all the parties to discuss the issues and opportunities. We will be looking at both tactical and long-term solutions to improve the quality of the rail service to the Wairarapa.
- b. A meeting has been arranged with Alistair Scott (MP for Wairarapa) at Parliament and he will also be invited to meetings in the Wairarapa.
- c. Transdev Wellington senior managers ran a “meet the managers” morning from Masterton and Featherston – where they met customers and travelled on the train to hear directly what our customers are saying. This information and feedback will be used to develop materials and agenda items for the various workshops.
- d. SE carriage and SW carriage incompatibility restricts the number of 8-car trains that can be run in the peak. The carriages incompatibility is largely due to the different bogies and different inter-car electrical connections. Both of these issues should be resolvable with some technical modifications, alongside minor changes in operating practice. The design of the modifications is now underway.



SE carriages exterior



SW Carriage exterior



SE Carriage interior



SW Carriage interior

- e. GWRC is in discussion with Auckland Transport about their potentially surplus locomotive hauled “SA” carriages. The SA carriages were used on short distance metro services therefore the carriages will not be suitable for longer distance services without extensive conversion. For example, toilets would need to be added, a wheelchair hoist may be needed (if the carriages did not run with SW or SE carriages) and major door modifications, and new seats would be required. The conversions could cost up to \$1M per carriage.



SA Carriage interior/exterior

- f. The new business case for the Capital Connection is being redeveloped to include a fully assessed DMU (diesel multiple unit) option that would also include replacing the Wairarapa carriages with DMUs and supplementing capacity and resilience across the whole Metlink network. New DMUs would provide modern, fast, efficient and resilient services for the lower North Island, they would simplify the options for increasing service frequency from Masterton and north of Waikanae. DMU frequency

through to Wellington would also provide additional capacity and express options within the electrified area. Independence from the overhead traction system would provide a greater level of resilience from power cuts resulting from minor or major disruptions. Depending on the specification the DMUs could run on electricity (exactly like an EMU) within the electrified area.



Example DMU interior



Example DMU exterior

3.2 Wrightspeed

I met with the Chief Executive of NZ Bus on 15 June to convey the Council's urgency with the progress with the Wrightspeed prototype. The urgency was acknowledged by the NZ Bus Chief Executive who advised that progress was being made as fast as possible for an innovative project of this nature. I will stay in close contact with NZ Bus as the project proceeds.

4. Communication

A draft media release will be prepared for consideration by the Chair following the meeting.

5. Consideration of climate change

The matters addressed in this report are of a procedural nature, and there is no need to conduct a climate change assessment.

6. The decision-making process and significance

No decisions are sought in this report.

7. Recommendations

That the Council:

- 1. Receives the report.**

2. *Notes the content of the report.*

Report prepared by:

Greg Campbell
Chief Executive