



Report 04.227
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File E/06/19/04

Committee Passenger Transport
Author Dave Watson Divisional Manager Transport

Divisional Report

1. Purpose

To provide the Committee with information on a range of transport topics not otherwise covered elsewhere in the meeting's order paper.

2. Trolley Buses and Overhead (Dave Watson)

We have submitted a funding request to Transfund New Zealand for a ten year contract for trolley bus services, including the ongoing maintenance of the overhead. We are in discussion with Transfund officials over the procurement procedure which like the sole supply urban rail process is likely to be the contract and the price negotiation. Additional to this we understand that Wellington City Council are to consider the future ownership of the trolley bus overhead at their next infrastructure committee meeting later in May. Once we have access to their report on this matter we will share it with Committee members.

3. Service Monitoring (Carolyn Lefebvre)

The table below shows the levels of part missed, missed or delayed bus trips for the month of February 2004. It should be noted this does not include disruptions caused by the adverse weather conditions during February.

| In Service Failures Resulting in 11 Minute + Delays | | |
|---|--------------------|---------------------|
| February-04 | | |
| Operator | Number of Services | % of total services |
| Runciman Motors | Nil | Nil |
| Community Coach Services | Nil | Nil |
| Mana/Newlands | 9 | 0.04% |
| Cityline | 27 | 0.12% |
| Stagecoach | 46 | 0.12% |

4. Wainuiomata Services (Carolyn Lefebvre)

Implementation of the new Wainuiomata Routes occurred on 11 April along with the other timetable changes. The Contract and Quality team were out and about monitoring on 13 April (the first working day following the Easter break) and were pleased to see services operating as per timetable and most people already carrying the new timetables. Some passengers required assistance along Wise Street and Wellington Road as travel now required them to wait on the opposite side of the road. There were a few complaints via Ridewell regarding the service changes, however these have not been significant and were more to do with not understanding the changes. Monitoring took place again on 26 April (start of school term), and again services and school buses were operating as per timetable with little assistance required by passengers. Meetings will take place with the Contract and Quality team, Service Design and Cityline to review any operational issues that come to light.

5. Hutt Valley Patronage (Alex Campbell)

For March, new Hutt Valley services saw an increase of 14% over the services they replaced. By comparison in Eastbourne and Wainuiomata, where services have not changed, patronage was up 3% for Eastbourne and down 4% for Wainuiomata. Patronage figures on the new Wainuiomata services will be monitored alongside the Hutt Valley.

6. Real-time Passenger Transport Information (RPTI) (Anthony Cross)

Alistair Page, Managing Director of Action Information Management Ltd, the company which has supplied the journey planner system, will make a presentation to the Committee, focussing on the company's experience with implementing real-time passenger transport information in the UK.

7. Fares Review (Anthony Cross)

Kapiti Coast and Porirua City bus fares and section boundaries were changed on 11 April in line with the standard regional fare structure which was approved by the Passenger Transport Committee in 2003 and first implemented in the Hutt Valley in October last year. The changes have occasioned virtually no comment.

8. Porirua and Tawa Bus Service Review (Anthony Cross)

A preliminary meeting was held recently with Porirua City Council officers to discuss re-activating the Porirua Interchange project.

We hope to resume the service review process shortly, concentrating on better servicing the Porirua City Centre and signalling service level improvements, particularly for Whitby and between Porirua and Johnsonville, which we hope to implement as soon as funding permits.

9. Workshop on the “Think Piece” (Dave Watson)

I have discussed the most appropriate way to handle the “Think Piece” with Barry Harris and conclude that it is relevant to the start of the Regional Land Transport Strategy policy review. “Think Piece” will therefore be part of the RLTC workshop of 1 July 2004.

10. Rollout of the New Look Bus Stop Signs in the Hutt Valley (Karen Richardson)

When the new Hutt Valley bus services were introduced in October last year, new colour coded bus stop signs were installed at a select number of key bus stops as part of overall improvements to the network. These new signs are brightly coloured and highly visible and aim to achieve the following:

- increase the visibility of bus stops and awareness of the services - the signs stand out from a distance.
- help make the network easier to understand - the signs show the bus route colour, the route number and destination of each bus that serves the stop.
- provide greater consistency at the bus stops - so that each bus stop looks the same and provides the same information. The signs reinforce the arrow icon and designs and provide important information including the bus stop number, which will be used in the future to obtain bus information via mobile phones. The system identifier name, phone number and web address will be added to the sign as soon as possible.

The market research conducted at the end of 2004 confirmed that the public responded positively to the new look and the use of the arrow icon. As a result, the new look bus stop signs will be rolled out to the remaining bus stops in the Hutt Valley (approximately 800 bus stops). We are working with the city councils to complete this project by the end of June 2004. This, together with other initiatives, should help to improve the image of the services in the Hutt Valley and grow patronage.

11. QPA – Hutt Valley (Dave Watson)

Attached (**attachment 1**) are the notes of the second meeting of the QPA – Hutt Valley held in Upper Hutt on 1 April 2004. As a result of the meeting we have been invited to take an active part in Upper Hutt’s City Centre review, the first meeting of which was held on 30 April 2004.

12. Transmission Gully Updated Costings (Dave Watson)

A number of Councillors and staff attended the Transit New Zealand presentation on the new cost estimates for the Transmission Gully Motorway held on 16 April 2004 (copies of the material presented at the meeting were circulated to all Councillors in a Councillor bulletin).

Transit New Zealand concluded that:

- Problems in the SH1 corridor are real and will increase over the next ten years
- Improvements are underway which will provide some relief
- Public transport improvements are seen as both important and urgent
- The region needs certainty on the solutions for the corridor (short/ medium and long term).

Transit New Zealand proposed a corridor review.

Barry Harris, Tony Brennan and I met Transit officials on 21 April to discuss the way forward. It was agreed at that meeting that because the issues and solutions for the western corridor were essentially regional, that Greater Wellington would be the lead agency for the corridor review with Transit New Zealand and others key partners. Draft terms of reference for the review are being developed by a small team from Greater Wellington and Transit for submission to Transfund New Zealand, for funding support, by late May.

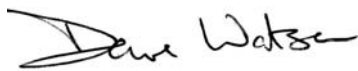
13. Communications

There is nothing additional to communicate.

14. Recommendations

That the report be received.

Report prepared by:



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Attachments:

1. Notes of the second meeting of the QPA Hutt Valley