



Report 05.226
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Committee Passenger Transport Committee
Author Dave Watson Divisional Manager Transport

Transport Services Update

1. Purpose

To update the Committee on the current key passenger transport service issues, both bus and rail.

2. Significance of the Decision

The matters 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. Rail services

3.1 English Electric Refurbishment

The first vehicle is due to be completed on Tuesday 24th May with the second car due to be ready on the 7th June at which time these refurbished vehicles will become operational.

3.2 New SW/SWS Cars for Wellington to Masterton

3.2.1 Progress

Three tenders were received from both domestic and overseas suppliers. The tenders are currently undergoing evaluation by both council officers and external technical and legal support. Audit NZ have been undertaking probity assurance during the process.

3.2.2 Looking ahead

Once a preferred bidder is chosen there will be a set of technical and legal negotiations required to close out the contract. It is important that these are not rushed to ensure that the project is 'de-risked' as much as possible. We will be returning to Council once we have identified a preferred tenderer.

3.2.3 Stations

Once the contract has been agreed, we intend to work with ONTRACK to resolve the issue of low platforms at various stations in the Wairarapa, to ensure that they are restored to a suitable condition for the introduction of the new trains.

3.3 New Electric Multiple Units

3.3.1 Project and technical management support

A notice asking for registration of interest in providing professional services has been issued. Responses are being received from throughout the world. An RFT for providing project and technical management support will be issued in due course with the aim of holding a project kick-off workshop in during late July with Toll and ONTRACK.

3.3.2 Potential train suppliers

A number of potential suppliers continue to show interest in the replacement programme and are keen to receive details as soon as possible. However, it is important that a long term view of the chosen technology is taken since the decision taken will lock Wellington rail into that technology for the next 30 years. This includes looking at issues such as access and egress from trains i.e. platform interface, and ensuring that we meet the aspirations emerging from the HRC's inquiry into the accessibility of public transport.

3.4 Relationship with Key Rail Stakeholders

A relationship is starting to be developed with ONTRACK and a tri-partite working group consisting of GWRC, ONTRACK and Toll is being established to help ensure the delivery of the various projects and improve communication.

4. Bus services

4.1 Trolley buses

The following resolutions were passed by the RLTC at their 28 April meeting and adopted by the Council at its 2 May meeting:

- (2) *That the Council be advised when considering the funding sources for trolley bus services:*
 - (a) *The level of C funding over ten years should be \$10m being that identified as being available from the Wellington Transport Project under the heading of "retain mode share".*
 - (b) *"Enhanced PT" C funding should not be constrained for enhanced PT projects only as outlined in the cabinet paper setting out the decisions of government in response to the Wellington Transport Project.*

- (c) *That Council's Passenger Transport Committee be strongly asked to consider meeting any shortfall of funding out of enhanced Passenger Transport Funding.*
- (d) *The Council's LTCCP for 2006 to 2016 will need to reflect the use of any "retain mode share" C funding that might be allocated to trolley bus service and the consequential necessary transport rate contribution.*

The Passenger Transport Committee now needs to await the result of the negotiations with Stagecoach Wellington for the service, using the LTNZ approved procurement procedure, and the calculation of the equivalent costs of a diesel service. This second element will be undertaken by an independent consultant. It is important that this cost be reviewable every year as fuel costs are currently very volatile.

Once we have both these numbers then the Committee will be able to come to a conclusion on the level of C funding, from whatever source, it needs to apply for from LTNZ.

5. Communication

There is nothing to communicate.

6. Recommendation

That the report be received.

Report prepared by:

Dave Watson
Divisional Manager Transport