



**Report** 05.227  
**Date** 12 May 2005  
**File** E/06/19/03

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

### 1. Purpose

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

### 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. Staff Changes

We continue to lose and gain staff. Natasha Hayes started last month as a replacement for Günther Wild. Natasha is another Kiwi returning from an extended OE. Jessica Doherty has also joined us as an administration assistant working primarily for Service Design.

### 4. Human Rights Commission Inquiry into Accessible Public Land Transport – Rail Meeting

Councillor Evans, Chris Ham (Transport Infrastructure Manager) and Anthony Cross (Manager, Transport Service Design) attended a meeting organised by the Human Rights Commission in Auckland on 18 April, specifically to address rail issues arising from the HRC's Inquiry into Accessible Public Land Transport. In addition to Chief Commissioner Rosslyn Noonan and Commissioners Judy McGregor and Robyn Hunt, there were HRC officers and representatives of Auckland Regional Council, Auckland Regional Transport Authority and Toll New Zealand. Unfortunately there was no input from ONTRACK, which owns the track and platforms on behalf of the Crown.

Track and platforms are the critical elements in achieving the most accessible rail system in the future. Catering for the needs of the visually and hearing impaired, for instance, will occur largely as a matter of course as we introduce new and refurbished rolling stock. Such features are now more or less "standard kit", although we are committed to involving representatives of the disabled community, from the outset, in the process of specifying the exact

features. The mechanism for doing so will need to be the subject of further consideration by the Committee at a later date.

When it comes to level boarding from the platform to the train, however, and providing access from the street to the platform, there are major technical issues to be addressed.

## **5. Text Messaging**

The first phase of the text messaging development work is complete and as a result we have been able to send trial text messages and receive back an accurate and reliable text reply from the journey planner database. We are now having the full text message service (with appropriate error handling, etc) developed, using the text-to address of "Bus" (or 287 in numbers). We propose to launch a pilot service, for buses only, later this year.

## **6. Wellington Transport Project Group**

The Wellington Transport Project group has been re-established to complete the second part of the Wellington Transport Project. The \$225m Crown funding for the region over ten years announced by Ministers Cullen and Hodgson was part one of the government's response to the Wellington Transport Project. Part two is to be a response to the Western Corridor solution.

The WTP group is to complete its original task and provide government with analysis on the possible response to the Western Corridor solution now that the Western Corridor Review has provided information as possible projects in the corridor. A government response on the level of Crown funding they will make available is an important element in determining the overall funding available and hence the financial practicality of possible projects in the corridor.

An announcement for government about the level of Crown funding support is expected in early July which will enable the Western Corridor Review project group to finalise a draft preferred programme of projects for the corridor for formal public consultation, submissions and hearings.

## **7. Petone to Wellington Ferry**

The tender for the above service was advertised on 7 May 2005 with a release date of 13 May 2005. Closing date for the tenders will be 15 July 2005 with a proposed service start date of October 2005.

## **8. High Security Rail Parking**

In 2003 GWRC commissioned Stoks Ltd to provide a Commuter Car Park Security Program. Within this report a costing for creating secure compound commuter car parks was provided. The costings were based on providing fencing, additional CCTV coverage and exit/entry barriers at Waterloo and Paremata. This would provide 75 secure spaces at Paremata Southwest area and 130 secure spaces at Waterloo Southeast area.

The initial set up costs to provide these 205 spaces is approximately \$1000 per space. By charging a proposed \$2 per day for car parking the cost to the commuter would still remain less for rail to Wellington CBD than car to CBD and would mean that the initial set-up costs would be recovered within 3 years. This is assuming 100% occupancy for 250 working days per year.

Further investigations into revenue predictions and a full costing of the projects on-going costs needs to be carried out. This work will be progressed in the first quarter of 2005/06.

## **9. Communication**

There is nothing additional to communicate.

## **10. Recommendation**

*That the report be received.*

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