



Report 10.97  
Date 3 March 2010  
File E/06/29/03

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

## General 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 Fare increase

The Council at its 4 March meeting confirmed the 9 February decision of the Committee to increase fares. The Council noted that a potential complication surrounding the proposed increase is the possible (likely?) decision of the Government to increase GST. This is likely to necessitate an additional fare increase to cover the increase in GST, which seems likely to occur at about the same time as the proposed fare increase.

As with the proposed fare increase, the difficulty again will be how to apply a relatively small GST driven increase evenly over all fares e.g. should all fares be increased by 2.5% (assuming that is the increase in GST), and how do we manage this and keep within the 50 cent rounding policy? It is probably not appropriate to apply the GST increase on only certain fares. Council officers will incorporate the GST issue into their calculations and discussions with the transport operators.

#### 3.2 SuperGold Card free travel scheme

The discussion document on potential changes to the SuperGold card free travel scheme is still awaited.

### **3.3 Total Mobility Update**

Work continues according to plan and budget on the introduction of an electronic solution for the Total Mobility scheme. The issuing of the photo identification cards to scheme members has begun (and should be completed by the date of this meeting), and the system will go live at the end of May 2010.

A trainer has now been engaged by Greater Wellington to train new assessors for of the Total Mobility Scheme. At this stage two courses have been scheduled for March 2010, each course having a duration of one day. It is a requirement within the contracts between the Agencies and Greater Wellington that all assessors are trained prior to them undertaking any eligibility assessment of potential Total Mobility clients.

### **3.4 NZ Transport Agency Farebox Recovery Policy**

Information is still awaited from NZTA on its response to submissions made on its proposed farebox recovery policy.

### **3.5 Proposal to share TxtBUS with Horizons Regional Council**

Horizons Regional Council has been investigating options to implement a TxtBUS type mobile information service for Palmerston North and Wanganui residents. Officers of Greater Wellington have taken the opportunity to approach Horizons Regional Council with a proposal to share Greater Wellington's established TxtBUS system between the two councils.

This proposal would provide benefits to both councils. Horizons would benefit from access to the proven Wellington TxtBUS system at a reasonable cost. Greater Wellington would benefit by being able to share some of the overhead costs of the existing TxtBUS system between the two councils. As a result ratepayers of both councils would benefit from this partnership approach.

This possible sharing of information systems between the two councils could provide a platform for the possible sharing of other systems such as Real Time Passenger Information (RTPI). For example the planned Wellington RTPI system is capable of tracking up to 1000 buses but will initially only be tracking 450 buses. This means there would be significant spare capacity to track, for example, an additional 20 buses for Palmerston North on the GW system.

The next steps are to develop a formal agreement between the councils and agree a cost sharing arrangement for the set up and ongoing operation of a shared TxtBUS system.

### **3.6 Bus stop maintenance**

Officers have ordered two covert miniature CCTV cameras to be placed at bus stops or utility poles in order to monitor anti social behaviour. The units are due to be delivered in April.

### **3.7 Bus timetable changes**

#### **3.7.1 Karori bus service changes**

Following discussions with NZ Bus, a review of the route 3 (Karori to Lyall Bay) bus services commenced in February. The review is concentrating mainly on the journey times during the evening peak to establish a more realistic travel time during this period of the day. For some time now compliance with the timetable has been difficult along the main Karori corridor due to traffic conditions and congestion in Wellington CBD. The review is expected to identify possible changes to journey times and the timetable which will improve the reliability of this service.

#### **3.7.2 Wilton bus service changes**

After undertaking some quality monitoring of the route 14 (Wilton to Roseneath) a review of the current timetable commenced in February. This service has been experiencing similar problems to the route 3 but has problems running to time in both the morning and evening peak periods. The review will again focus on the running times of trips within the timetable for the entire 7 day service, in particular the peak periods. It is expected that the review will identify possible changes required to journey times and the timetable which will improve the reliability of this service and also help with the implementation of the Real Time Information pilot on this route.

#### **3.7.3 Contract management**

Work has commenced in February on an audit of all the contracted and commercially registered bus, rail and ferry services that operate within the Wellington Region. This audit was undertaken to ensure that all administration within the council contracts complies with the council's contractual requirements, and all commercially registered services comply with the requirements within the Passenger Transport Management Act 2008 (PTMA 2008). This audit is expected to take a number of weeks to complete with over 750 files being audited.

#### **3.7.4 Wellington street events**

During January there were two major events that disrupted bus services, the opening of the new Supreme Court and the Wellington Cycle race, both affecting Lambton Quay. The Supreme Court opening was more problematic due to the late arrival of HRH Prince William due to weather conditions at the airport. This added additional disruption time to services due to the uncertainty of the timing of the road closure and the congestion outside the court. The Cycle Race was less troublesome as the race used the same route along Lambton Quay as previous years closing a section of Lambton Quay. Fortunately through careful planning and a set bus service diversion, there were no known problems beyond the expected disruptions during this event.

### 3.8 Rolling stock

#### 3.8.1 Matangi

Work continues in earnest on the first train and 17 cars have begun the production process.

The pictures below show the first 2-car set (trailer car and motor car) in the outfitting shop. Outfitting focus now includes under floor and roof mounted equipment



The Hyundai-Rotem engineer responsible for commissioning the trains visited Wellington in February to inspect the depot and port facilities.

Various multi organisational teams, based in Wellington, continue to plan and programme the multiple workstreams required to introduce the Matangi into revenue service.

#### 3.8.2 Ganz Mavag Detailed Condition Assessment and Prototype

On 5 February 2010, Greater Wellington provided KiwiRail a draft response to the Prototype proposal received on 18 December 2009. There are a few technical and commercial issues to be clarified and resolved. Once the issues are resolved construction should get underway in March.

### **3.9 Infrastructure upgrades**

#### **3.9.1 MacKay's to Waikanae double tracking (and electrification to Waikanae)**

Most of the traction poles for existing and new track between MacKay's Crossing and Paraparaumu have been completed. Work on bridge 29 should be completed in February.

#### **3.9.2 Kapiti Stations upgrade**

The Council approved the lease of land at Waikanae to provide additional park and ride spaces. The Maori Land Court is expected to approve the change of use of the land in March. Kapiti Coast District Council has approved the Outline Plan of Works (OPW) for Paraparaumu, and we are awaiting approval for Waikanae. Construction tenders have been released to the market and are expected back in March.

#### **3.9.3 Platform works (Matangi enabling)**

Work is underway on the canopies on platforms 1 and 2 at Wellington Station. Pukerua Bay station is finished and work is well underway at Redwood station.

#### **3.9.4 Kaiwharawhara Throat (Wellington Station Entry)**

Civil works are almost finished and track, signal and overhead work is making good progress.

#### **3.9.5 Power and signalling system upgrade for new trains**

Commissioning of new substations is continuing with full network commissioning expected to start in April. New track circuits (signals) continue to be rolled out and commissioned across the network.

#### **3.9.6 Depot upgrade**

Major works are underway in the new depot area. Precast concrete placement and excavations are almost complete in the new extended servicing area. Excavations for the wheel lathe building are complete and concrete foundations for the lathe machinery are being constructed. The new train wash is installed and commissioning will now take place. New train lifting jacks are being ordered. Regular meetings and notices are held / issued to manage operations and shunting movements during construction.

### **3.10 Response to Public Participation**

At the 9 February meeting, Ian Brown of Paraparaumu made a submission to the Committee. Mr Brown:

- objected to the recent reduction in the off-peak Paraparaumu bus services from half-hourly to hourly;
- wanted the "Kapiti Plus" scheme to be funded from the extra revenue the Kapiti Plus scheme generates (from increased passenger numbers) rather than from savings made from the recent bus service review. Mr Brown

- considers that if this was to occur, it would enable us to re-instate the half-hourly bus services; and
- opposed the proposed changes to route 261 in Paraparaumu.

The reason the off-peak bus services were reduced from half-hourly to hourly was because usage of those services was low; they were not reduced simply to fund the Kapiti Plus service (although the funding of Kapiti Plus was one of the outcomes sought from the overall review).

The proposal to change route 261 was discussed at a meeting in Paraparaumu of interested parties (including Crs. Glensor and Wilson, and Mr Brown) in November. Further detail of the proposed changes was subsequently sent to those who attended that meeting. While not perhaps the ideal solution, it has been accepted by almost all at the meeting that the proposed changes are a suitable compromise, given funding and operational constraints.

The proposed changes are due to be implemented in April.

Mr Tony Randle also addressed the Committee at the 9 February meeting raising concerns about the fairness of the proposed fare increases for Wellington bus users. The Committee and the Council have subsequently approved the fare increase proposal.

One of Mr Randle's concerns was that bus users were facing fare increases to cover the costs of rail capital upgrades. It should be noted that in addition to rail capital investment there has been a very substantial investment in 60 new trolley buses and on-going increased investment in the trolley bus overhead wire network. The latter receives a significantly lower financial assistance rate from the New Zealand Transport Agency than the rail upgrades and has a significant impact on rates over the coming years, thereby contributing to the need for fare increases to enable the Council to remain within its target recovery policy.

#### **4. Financial report**

An updated financial report will be presented at the next meeting of the Committee.

#### **5. Communication**

No communications are required.

#### **6. Recommendations**

*That the Committee:*

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

Report prepared by:

**Wayne Hastie**  
General Manager, Public Transport