



Report 10.471
Date 20 August 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

Agreement from the operators to the fare increase process has been obtained. This means the fare increase will proceed as planned on 1 October 2010.

3.2 Regional Public Transport Plan

Work on the Plan continues. A document setting out a set of draft proposed policies has been circulated to Committee members and to the main transport operators and other stakeholders who made a submission on the discussion document. At the last Committee meeting it was reported that feedback on the responses would be provided for discussion at this meeting. However we have decided to delay the consideration of this feedback, and the final development of the policies, until the new Council is formed after the election.

A Committee workshop is now being considered for November 2010 which would enable the release of a draft Plan early next year.

3.3 SuperGold Card review

An update will be provided at the meeting.

3.4 Real Time Information

Following the formal acceptance of the Pilot phase of the project, the focus is now firmly on the detailed planning of the implementation phases. The two main installation programmes are those for on-bus equipment, scheduled to begin in late September, and for street display signs, scheduled to begin in late October. Roll-out of the system will be on an operator-by-operator basis, with display installations broadly matching these geographically, working outwards from Wellington CBD. This will permit the definition of progressive 'go-live' stages during the roll-out of the system, with the first expected early in the New Year.

Incorporation of real-time data into the Metlink website, txtBUS and txtTRAIN is intended to mirror the interim go-live stages.

Progress continues to be made on the development of the KiwiRail interface for real-time for rail. Installation of station display signs will follow the street display programme, and they are scheduled to become operational during the third quarter of 2011.

Work continues on integration with the City Councils SCATS traffic system to enable traffic signal priority for buses.

3.5 Stations

Officers are currently seeking funding approval from the New Zealand Transport Agency for the upgrade of the internal lighting in the Waterloo Interchange subway. The existing internal lighting within the subway was installed around the same time the Waterloo rail station was re-built in 1985.

Currently approximately 50% of the existing lighting is operational at any given time due to repeated failure of internal parts and vandalism. Maintenance costs for the existing lighting have been escalating over the last few years due to the increasing failure rates. Various options to reduce both lamp and internal fitting failures have been tried, such as introducing timed operational hours, but these have led to no significant cost savings. The current situation is a matter of importance to improve the safety of the environment within the subway and to provide longer life fittings resulting in long term savings in maintenance costs for the station.

The project proposed is to supply and install fewer centrally fitted lights but with double the current output. In addition three new metal halide lamps are proposed to be installed at the far end of the subway, ramp entrance / exit from Cambridge terrace replacing eight low wattage globes. All fittings are approved for high usage areas such as correctional facilities, schools and pedestrian tunnels.

The benefits of this project are improved safety and long term cost efficiencies. Current spend on the internal lighting maintenance is between \$16,000 and \$18,000 per annum. Total spend for the replacement project is \$30,000 with ongoing maintenance of approximately \$5,000 per annum.

3.6 Park and ride

Phase 3 of the car park lighting upgrade programme at the Waterloo Interchange has been completed. Twenty new Philips cosmo 60 watt lamps have been installed to help improve safety and security. Greater Wellington and Hutt City officers worked together in resolving the issues around protected plant species in the car park area. No trees or plant were removed or damaged as a result of the upgrade works and additional measures were taken to protect some native trees.

The regional rail commuter car park maintenance contract is in full swing with a report detailing the condition of each car park about to be completed. This condition survey of all car parks will enable a programme of priority to be produced and works to be undertaken at the beginning of the road sealing season (mid September). The re-seal programme is planned to run over the next three years in order to bring the standard of car parks back to an acceptable level. Some more urgent surfacing works are already being progressed, those being, Featherston car park, Porirua access road, and Johnsonville Mall access road.

Subject to resource consent approval construction of the Petone overflow car park will commence at the end of September. The proposed car park design will provide 89 standard car park spaces and two disabled car park spaces. Land negotiations are continuing between Greater Wellington and NZTA for the adjacent land next to the Petone overflow car park

Physical works at the new Pomare car park site began the latter part of June. Poor weather conditions have hampered the progress of earth movements. Consenting issues around the run off of excess silt into the rain water system and the protection of the surrounding natural landscaping have now been resolved and on site work has resumed. Construction work of the 42 space car park is expected to be completed at the end of September.

3.7 Bus Shelters and bus stops

Following the successful installation of 33 accessible standing ramps on the Kapiti Coast, Officers are currently obtaining quotations from contractors to improve access at bus stops in the Porirua district. It is expected that construction work on the accessible pads will begin mid September with completion by the end of September.

Officers continue further work to extend Braille bus stop information across the region's bus network. Following the successful implementation of the project on key routes investigation work is also being carried out to sample other Braille products for quick easy access of information by the blind.

3.8 Special Events

In the last Committee report it was reported that changes to the way traffic is managed during a large stadium event was to be tested at the All Black/South Africa match last month. The traffic management changes were tested but it showed that a number of matters still needed to be resolved. The entire operation will be reviewed again ahead of the next major event in June 2011.

3.9 Total Mobility (TM)

Contracts have been awarded for the installation of two wheelchair hoists into Total Mobility vans in accordance with the funding allocation for this financial year. One of these installations has already occurred in the Paraparaumu Taxis fleet and the other will occur at a date yet to be finalised with the Wellington Combined Taxis. Both of these installations are for replacements hoists, rather than new addition hoists.

3.10 Matangi

The first 2-car Matangi unit FT4103 (trailer car) and FP4103 (motor car) arrived safely in Wellington, from Masan port in South Korea aboard MV ISOLDE, on 31 July 2010.

The train has completed most of the required static testing and has begun clearance checks on the mainline being pulled by a locomotive. The train has moved under its own power in the depot and in the rail yard and begins mainline running under its own power early September.

An official public launch is planned for 9 September at the Wellington Railway Station.

The first train is expected in service in December.

Further units are expected to arrive from Korea in October.





3.11 Ganz Mavag details condition assessment and prototype

The prototype refurbishment work is progressing well. The following items were complete since the last report:

- The doors, with modified control systems, have been installed

- Both cars are now painted
- Wiring for CCTV, PA (public address) and PIDS (passenger information display systems) is completed before the painting
- Compressed air supply systems and brake systems have been overhauled and re-installed
- The traction system overhaul was completed
- New draughtscreens have been installed.

The following outstanding work will be completed by September at the Hutt Workshop before the prototype unit is despatched to the Thorndon Depot in early October:

- Seats installation
- CCTV, PA & PIDS installation
- Bogies installation.

New Motor/Alternator (MA) controller and the modified traction control relay unit (SNRU) will be installed and tested at the Thorndon Depot where overhead power is available. The pantograph will also be installed at the Thorndon Depot after the roof is painted. Testing and commissioning is due to start in October.



3.12 MacKays to Waikanae double tracking (and electrification to Waikanae)

Traction poles, overhead wire, ballast and rail continues to be installed. Major retaining wall work is now complete.

3.13 Kapiti stations upgrade

The first section of the new subway at Paraparaumu Station has been installed. The installation of platform units has commenced at both Paraparaumu and Waikanae Station. Building foundations, carpark sealing and fencing have all been completed at Waikanae. The Outline Plan of Works for the stabling at Waikanae has been approved. Approval has not yet been granted to modify the Elizabeth St / SH1 intersection to improve the traffic flow through the area.

3.14 Platform works (Matangi enabling)

All platforms are now Matangi compliant. Remaining works are centred around tidying up work sites, and the resolution of minor safety and amenity issues at a limited number of stations.

3.15 Kaiwharawhara Throat (Wellington station entry)

The third line into Wellington Station and all the required civil, signalling and power works is now fully commissioned. Anecdotal evidence suggests an almost immediate and sustained reduction in journey times.

3.16 Power and signalling system upgrade for new trains

Six new substations were commissioned and brought online in August. Remedial work on the older substations is also ongoing. Work continues on track circuit replacement with line-by-line target completion dates still aligned with Matangi introduction. On the weekend of 14-15 August KiwiRail Network were unable to successfully commission new track circuits on a particular section of track – which caused some disruption to Monday morning services. A solution to the problem has now been identified and is targeted to be in place late October. In the meantime the old track circuits have been recommissioned.

3.17 Depot upgrade

Buildings construction remains on programme and the high voltage power supply/issues have been resolved. The new wheel lathe has arrived and is being installed. The new train jacks have also arrived. The first Matangi train has been successfully driven through the new train wash.

The new carriage depot is nearly complete which will allow the transfer of the carriages out of the new EMU depot.

Regular meetings continue to manage operations and shunting movements during construction.

3.18 Response to Public Participation

Officer responses (in italics) to public participation from the last meeting are as follows:

Public Transport Voice

Suggested removing the limit on numbers of bikes from the consultation proposal.

The consultation process with cyclists has begun and while no decisions have been made, the number of cycles that will be carried is still open for discussion. A final decision will be made once consultation has been completed. The Transport and Access Committee will have an opportunity to review and comment on the proposed policy at that time.

Asked if real time displays will be at the Indoor Community Sports Centre.

Yes.

Wanted to know where the real time displays will be, and if the displays can cope with multi-destination, and split stops.

The precise placement of displays is currently being worked out. But signs will be able to cope with these issues.

Was concerned that the changes to route 14 resulted in a timetable that was difficult to remember.

While we endeavour to keep our timetables as simple as possible, this is not always achievable.

Concerned that Waterloo station also seems to be called “Hutt Central”

Waterloo does seem to have more than one name. We will discuss signage with Tranz Metro to standardise as “Waterloo Interchange”.

Wants to know if there will be temporary bus-stops when buses are re-routed as a result of road-works associated with Manners Mall work.

Temporary bus-stops will be in place in Wakefield St (outside GW) when the bus routes temporarily change.

Fred McDonald

Wants investigation into services between Otaki and Levin, and Otaki and Paraparaumu.

The Otaki services will be considered later this year when the new rail timetables are available. Given funding constraints however it is unlikely that extra services will be added.

Geoff Norman (Mana Coach Services)

Was concerned that increasing the number of car-parks at the Waikanae station would undermine the profitability of his services. Suggested charging for cars at the car-park.

Charging has been considered by Council but we are not yet in a position to introduce charges.

4. Financial report

No financial report has been prepared because we have only one month's results at this stage of the year.

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