



caring about you & your environment

Report 01.159

21 March 2001

File: T/11/2/1

[01159.djw]

Report to the Regional Land Transport Committee
By Dr D J Watson, Divisional Manager Transport

Tranz Metro Issues

1. Purpose

To update the Committee on the issues surrounding the decision by Tranz Rail to exit the urban rail business.

2. Background

... **Attached** is a copy of a paper prepared by officers of all the local Councils of the Wellington Region on Passenger Rail options for the Wellington Region. This document was used as a base resource for a meeting of all those Councils held on Friday 2nd March 2001. Most members of the Regional Land Transport Committee will have already sighted a copy of this paper. Also **attached** are the overheads used by those that presented the paper to the meeting. The third attachment is an information brochure that answers some of the most asked questions on this issue.

The result of the meeting of Councils was to undertake further work on two of the options set out in the paper. These are options 1 and 3, a private sector company buys Tranz Metro (almost the status quo) and a joint venture between Wellington Regional Council and a private sector company. A group to do that further work has been established and it will report back to the full group in mid April, once the government's position is clear.

3. Comment

The Regional Council is the authority required to implement the public transport elements of the Regional Land Transport Strategy. The Regional Land Transport Strategy seeks the completion of a number of rail based public transport projects early (by 2004) and prior to

the construction of Transmission Gully. These are identified in the Western Corridor Implementation Plan. They are:

- Upgrade the Paraparaumu railway station
- Build a new railway station at Raumati
- Extend the urban electric rail service to Waikanae
- Increase week day urban rail service frequency from Kapiti Coast to Wellington to 15 minutes in peak period and 30 minutes in off-peak
- Provide additional commuter car and cycle parks at major railway stations
- Seal existing unsealed carparks at stations
- Increase rail feeder bus services to match the increase in urban rail frequency
- Construct the bus/rail interchange and associated pedestrian connections at Wellington station

The Regional Council in its Long Term Financial Strategy prepared for the 2000-2010 period incorporated all these projects. The urban rail sale issue has made the Council review its Long Term Financial Strategy during the preparation of this year's annual plan for 2001/02. The original Long Term Financial Strategy included the electrification through to Waikanae in the 2001/02 year. This is now not possible given the uncertainty surrounding rail. The Regional Council has not included this project in its 2001/02 proposed annual plan. It has however, included improved service frequency on the Kapiti line at peak and off-peak, using existing resources, the commuter carpark improvements at major railway stations and the increased frequency of Kapiti bus services to link to the new rail timetable. The Regional Council is therefore progressing with some vigour all the public transport projects in the Western Corridor Implementation Plan that it can at this time.

Resolution of the rail issue is necessary to enable any of the rail capital projects, electrification and station construction to proceed. Ongoing delays to these projects must eventually compromise the possible start date for Transmission Gully.

4. **Recommendation**

That the report be received.

Report prepared by:

DAVE WATSON
Divisional Manager, Transport

Attachment 1 : Passenger Rail Options for the Wellington Region

Attachment 2 : OHP's of 2 March 2001 Meeting

Attachment 3 : The Tranz Metro Issues