



**Report** 05.316  
**Date** 17 June 2005  
**File** T/10/01/01

**Committee** Passenger Transport  
**Authors** Chris Ham Manager Transport Infrastructure  
Anthony Cross Manager Transport Service Design

## Transport Services Update

### 1. Purpose

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

### 2. Significance of 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 Wairarapa carriages

Most of the work in this period has been on progressing the evaluation of the tenders. Please see separate report.

#### 3.2 Ownership plan and funding risk analysis

Further comments were raised by Land Transport New Zealand on the documents. These comments have been incorporated and the documents submitted for final approval at the 23 June 2005 Board of Land Transport New Zealand. We do not expect any further issues with these documents.

#### 3.3 New EMUs – Project support

A request for tenders is nearly ready to be issued for the provision of project and technical support in the next few weeks with a view to commencing the EMU project formally in late August. The request for tender documentation will be issued to Land Transport New Zealand by 24 June 2005 for comment and authorisation.

#### 3.4 New EMUs – Discussions with suppliers

Preliminary discussions have commenced with some potential suppliers. Initial reaction is good and it is expected that some of the experienced train

manufacturers will bid for the tender in due course. In addition a number of existing designs have been identified that could be adapted for the Wellington region.

### **3.5 Coordination meetings with ONTRACK and Toll**

Meetings have commenced with ONTRACK and Toll to improve communication and coordination of the various rail projects.

## **4. Bus services**

### **4.1 Whitby**

Whitby's bus service will be significantly upgraded within the next few months – the exact date will be determined once we know how soon Porirua City Council will be able to organise new and relocated bus stops.

The features of the service will be:

#### **New route 65: Whitby (Ayton Drive) – Papakowhai – Porirua Station**

There will be no change in the level of service or route between Papakowhai and Porirua Centre, but Ayton Drive will now have a seven day service instead of peak periods only. Last departures from Porirua Station will be at 6.40pm Monday to Friday and 7.00pm Saturdays and Sundays.

#### **Route 66: Whitby (Joseph Banks Drive) – Paremata Station**

There will be no change to this peak-only service except that the route will be extended into Samwell Drive and Navigation Drive which have been developed since the Whitby routes were last reviewed.

#### **New route 67: Whitby (Joseph Banks Drive) – Aotea – Porirua Station**

This is Whitby's most important bus route – it will also be extended into Samwell Drive and Navigation Drive, will be much more direct between Whitby and Porirua Centre than either of the current routes, and will serve the first stage of the Aotea development (and subsequent stages as soon as through-roads are in place).

The service will now operate half-hourly instead of hourly during the day Monday to Saturday, and the last departures from Porirua Station will now be at 10.00pm Monday to Saturday and 8.30pm on Sundays instead of 6.25pm Monday to Friday and 6.30pm on Saturdays, Sundays and public holidays.

#### **Route 61: Ascot Park**

Because the new route 67 will provide a more direct connection between Warspite Avenue and Porirua Centre, there will be a slight change to the 61 route. The terminus will be moved further along Conclusion Street to near Rangikura School which will improve access to and from the part of Ascot Park which is served only by route 61 and not by the new route 67.

These changes are second stage outcomes of the Porirua Service Review - in the middle of next year we hope to implement improvements to the route of all buses through central Porirua, which will improve access to Whitireia Polytechnic and the Mega Centre and reduce the journey time for passengers travelling between Wellington and Eastern Porirua by bus and train. Titahi Bay routes and timetables will be reviewed at the same time.

We will shortly be producing a brochure to inform Porirua City residents of all these developments.

## **4.2 Lindale**

From 1 June 2005, the Lindale Tourist Complex and Whitireia Polytechnic campus are no longer served by Waikanae – Paraparaumu buses.

This change happened as a result of the completion of the new Lindale road interchange on State Highway 1. We had hoped that the interchange would enable buses to serve the Lindale complex without detouring off the highway at all, at least in the case of northbound buses. However, Transit New Zealand was not able to accommodate this request. From their point of view, the new road layout removes a safety hazard and does not add a time penalty. While this is undoubtedly true, the new road layout did nothing to improve the attractiveness of the bus journey for Waikanae residents. In the case of southbound buses, serving Lindale would now involve a detour of very nearly 2 kilometres.

Until now, Lindale has had a very good service which has not been well used. In a typical week there were only 45 passenger journeys to and from Lindale on 227 timetabled trips.

A very limited service has been put in place for the benefit of Polytechnic students – from Paraparaumu Station to Lindale at 8.40am and 12.30pm, and from Lindale to the station at 12.40pm and 4.15pm on Polytechnic days only.

This has been another example of the problem which we described in our submission to the Human Rights Commission Inquiry into Accessible Public Land Transport, where we said:

*Public transport service design is a compromise between giving every resident equal access to a given level of service, and creating routes and services which are sufficiently direct and frequent (as well as easy-to-understand, friendly, reliable, affordable and physically accessible) to attract viable passenger loads. Diversions off-route, while unavoidable in some circumstances, are a big “turn-off”, figuratively as well as literally, for people living further along the route, especially if they are frequent users of the service.*

*[The Lindale issue] illustrates the type of “problem” which is typically presented as a failure of the [public] transport system when better urban design might well have prevented the problem from arising in the first place.*

*...There seems to be a widespread (but erroneous) view that, because buses are the most flexible form of public transport, they are infinitely flexible, and will be able to serve any pattern of land use development.*

#### **4.3 Newlands**

We are hoping to introduce the revamped Newlands, Paparangi, Grenada Village and Woodridge services, which will provide fulltime services to the latter two areas for the first time, at the end of October, subject to Wellington City Council being able to accommodate our requests for new and relocated bus stops.

#### **4.4 Otaki – Paraparaumu bus service**

The Otaki bus service operated by Tranzit Coachlines now includes a trip from Otaki to Paraparaumu at 9.00am on Wednesdays and Fridays only, returning at 12 noon.

The Wednesday and Friday trips operate on the same route as the commuter services already operated by Tranzit under contract.

These additional trips were organised to replace the service operated commercially until recently by the long-standing local operator Thompson Passenger Service Otaki Levin Bus Lines Ltd. Thompsons did not give us the required 21 days notice of withdrawal from the service; as a consequence the service did not operate for at least two weeks.

We are currently tendering for the contract to operate the Otaki to Paraparaumu bus service for the next five years. The new contract will begin on Monday 31 October 2005 and will include a number of improvements to the service. In particular the shoppers' service will operate daily Monday to Friday instead of Wednesdays and Fridays only.

### **5. Communication**

There is nothing to communicate.

### **6. Recommendation**

*That the Committee receives the report.*

Report prepared by:

Report prepared by:

Report approved by:

**Chris Ham**  
Manager Transport  
Infrastructure

**Anthony Cross**  
Manager Transport Service  
Design

**Dave Watson**  
Divisional Manager Transport