



Report 06.200  
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Committee Passenger Transport Committee  
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## Transport Information Bulletin

### 1. Purpose

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

### 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. Rail update

#### 3.1 Wairarapa passenger cars

Toll had decided to carry out a vehicle clean on the 11 MkII bodyshells prior to these leaving the UK. This will reduce work requirements when they arrive in New Zealand. The first cars are now anticipated to be shipped on 7 May 2006. The shipping is anticipated to take 20 days. On arrival the cars would be stripped at Auckland Docks and then transported on special wagons to Dunedin.

A meeting with Barrier Free was held on 26 April 2006. Barrier Free have been engaged to carry out an accessibility review of the passenger cars design. A further meeting was held on 11 May to clarify some possible design modifications to the car interiors. Following these meeting we are proposing to hold a consultation session with several disability groups and representatives on 31 May. This session will involve a review of the current Capital Connection cars and information of how the new Wairarapa passenger cars compare to these existing cars and what additional improvements are proposed.

See **attachment 1** for list of organisations we are proposing to invite to the consultation session. All Regional Councillors will be invited when details of the session are confirmed.

In order for the passenger cars to operate on the Wairarapa line from Maymorn to Masterton, work is required to raise and lengthen some of the platforms. Ontrack are providing the design specification and costing estimates for the work required to alter the existing infrastructure. Onsite rail station visits were carried out on 10 May, with representatives from GWRC, ONTRACK, Tranz Metro Wellington, and a consultant who is engaged to review station aesthetics and facilities. The subsequent report to follow up this visit is expected at the end of May.

### **3.2 New Electric Multiple Units (EMUs)**

Nothing further to report at this point as work is continuing on the Expressions of Interest documentation. It is now envisaged that approval for this documentation will be sought from Land Transport New Zealand in late May/early June.

### **3.3 Asset Management**

Work has begun on the development of the asset management policy and plan for transport infrastructure. This work will be completed in July 2006 and incorporates both bus and rail related assets.

## **4. Bus Update**

### **4.1 Service Improvement Updates**

The following table shows patronage percentage movements for the period January-March 2006 compared to January-March 2005 for routes where there have been recent service changes:

#### **Services which had significant service changes in the last 12 months**

Tawa (Route 59, service route extension and increased frequency)	80%
Otaki (Route 70, route change, increased frequency and service visibility)	76%
Valley Heights (Route 121, improved bus to rail connections and number of bus stops)	28%
Newlands/Grenada Village/Woodridge (increased service route coverage and frequency)	9%
Whitby/Papakowhai/Paremata (increased service route coverage and frequency)	0.3%

## Patronage % movements by service area

Greater Wellington (all services)	4%
Wellington City Buses	7%
Porirua Buses	-1%
Kapiti Buses	8%
Hutt Valley Buses	8%

## 4.2 Bus capacity issues

Nine Stagecoach Wellington bus routes have experienced over 10% patronage growth in the first three months of this year compared with the same period in 2005, contributing to added strain on already well loaded services.

Discussions were held with Stagecoach on 12 May relating how to address capacity issues. Stagecoach are looking at the possibility of introducing larger buses by both replacing some existing smaller ones and by negotiating with Greater Wellington for the addition of some extra services.

The following bus routes have been identified as key services that may require additional peak frequency or increased peak bus capacity:

- Routes 12, 17 & 18 (Karori)
- Route 1 & 4 (Island Bay)
- Route 43 & 44 (Khandallah)

Extensive data and service monitoring is required in order to identify exactly when and where capacity issues are. Stagecoach is expected to have this information available within the next fortnight. Stagecoach and Greater Wellington officers will then work on the potential solutions with the anticipation that service improvements can start to be implemented in June.

## 4.3 Wellington school bus review

The Wellington school bus review is well underway with the first stage of consultation complete. Approximately 900 submissions have been received, representing 6.5% of the 14,000 questionnaires sent out. Performance of various school bus services are being monitored, the results of which will be used to address common issues raised through the consultation process. It is hoped that making improvements to the school bus services will address some capacity issues on the public bus services. These improvements could be achieved by making the school bus services more convenient and attractive to students than the public bus services.

The tenders for the improved Wellington school bus services will be released at the beginning of July 2006, with the services commencing at the start of the 2007 academic year.

## 4.4 Ferry services

The commercial trial for the Petone Ferry Service began on 1 December 2005. The patronage uptake of this service has been disappointing, with the busiest trip at 8am from Petone averaging just five passengers. Times of sailings and cost of fares relative to bus and train have been given as possible reasons for the low usage of the service. East by West and officers are currently reviewing potential options for the service.

The additional peak services between Queens Wharf and Days Bay, which began in October 2005, have contributed to an increase in patronage for the ferry of 3% comparing October 2005-March 2006 with the same period the previous year.

A ferry fare increase was introduced on the 8 May 2006. The adult one way fare increased from \$7.50 to \$8.50 and a child one way fare from \$4.00 to \$4.50.

## 4.5 Other bus tenders and contracts

### 4.5.1 Upper Hutt

Negotiations with Stagecoach for the Upper Hutt local bus services have been completed and the service changes are now due to commence on 29 June 2006. A number of service trips are due to be removed from the current timetable due to low usage. See **attachment 2** for details.

### 4.5.2 Wairarapa

Tenders will be released for the Wairarapa bus services at the end of May 2006 (previously April). The delay was due to the finalisation of details for the introduction of a Metlink Wairarapa Plus monthly bus/rail ticket.

Wairarapa tenders will include service enhancement options for bus operators to make tender submissions on the following:

- increasing the current two days per week Masterton township bus service to five day per week service
- a weekend train connection service between Martinborough and Featherston
- an increase in service between Masterton and Featherston (including Masterton hospital) during the week

## 4.6 Other service reviews

### 4.6.1 Wainuiomata

Wainuiomata bus timetables on routes 160, 165 & 170 are currently being reviewed for performance and quality. The main purpose of this review is to minimise the possibility of buses running early and ensure reliable train connections at Waterloo Station.

#### 4.6.2 Miramar Heights/Evans Bay

Initial feedback suggests that the changes to these bus routes have been accepted positively although it is too early for any patronage data to be available. One particular journey into Wellington in the mornings seems to be suffering from overcrowding issues and we are keeping an eye on this by actually following the service as it travels along its route so that we can pinpoint exactly where the problems are.

#### 4.6.3 Other bus services

The following services are specifically being monitored for performance and quality this month:

- Route 14 Wilton – Kilbirnie
- Route 121 Stokes Valley – Gracefield
- Route 130 Naenae - Petone

### 5. **Financial update**

To be provided at the meeting.

### 6. **Park 'n Ride facilities**

#### 6.1 **Plimmerton**

Various meetings and discussions have been taking place over commuter car parking and station access at Plimmerton for over a year now, involving Porirua City Council (PCC), Ontrack, Toll and Greater Wellington. The current thinking, especially supported by PCC, is for a commuter carpark to be developed on the Plimmerton Domain. Some work has already been done to prepare part of the domain land for this purpose. The problem now is providing safe access from the domain to the railway station and it is a solution to this problem that we have been working towards with all the parties involved.

The three options being discussed are:

1. an extension of the subway
2. an overbridge
3. an at grade crossing, the same as the one set up recently at Silverstream.

Funding is a major issue and not as yet determined. Options one and two would be around 450K each and option three 200K.

Without a doubt, option one would be the desired solution, but the cost is high. Design of a subway extension would be handled by Ontrack who have the internal expertise, but currently have a very heavy workload. There are also other issues tied up in this such as the encroachment by Mainline Steam into Ontrack land which currently blocks access along the path of the proposed subway.

Ontrack will be providing information on the requirements for an at grade crossing and also information from Upper Hutt City Council is expected shortly on design standards as this council has undertaken at grade crossing developments. This information will be discussed with PCC as will funding and timing issues.

## **6.2 Petone**

We are currently investigating the potential of increasing the parking capacity for Petone rail station on the Hutt Road. In addition contact has been made with Transit to see if parking capacity can be increased through the use of the land previously leased from Transit by Chep next to the existing Petone Park 'n Ride facility.

## **6.3 Waikanae commuter carpark extension**

Tenders were called in March to extend the capacity of Waikanae Commuter Carpark by creating a further 20 spaces. This work has now been awarded to Kapiti Roadmakers & Contractors Ltd for \$39,880.00 and will be completed by the end of June. This will bring the total number of carparks at Waikanae to 74.

## **7. Total mobility**

Work is continuing on the Expressions of Interest documentation for the electronic swipe card system, and the project Terms of Reference document.

## **8. North Wellington Public Transport Study**

Following meetings with and feedback from the study reference group, the stage 2 'options' technical report and consultation brochure are being improved. The updated consultation brochure is expected to be circulated to the study reference group in the week beginning 15 May 2006. Stage 2 consultation is expected to commence late May 2006.

## **9. Metlink**

### **9.1 Bus stop signage**

Installation of the new Metlink bus stop signs continues across the region. Since the 6 April 2006 Passenger Transport Committee report, installation throughout Kapiti has been completed and work has just begun on the Porirua/Whitby /Papakowhai areas. It is anticipated that following completion of these areas, in approximately six weeks, work will then commence in Titahi Bay, Churton Park and Newlands.

### **9.2 Metlink promotional campaign**

We are sponsoring the City Safari event in Wellington City on 20 May. This is an orienteering event with a difference because participants will use the Metlink network. Previous events in the Hutt Valley worked very well and generated positive publicity for public transport so this year we have helped the

event organiser by producing a poster, banner and co-branded vests for participants.

There will be a Metlink promotional campaign from the beginning of June until mid July 2006 to remind people about Metlink and encourage people to make off-peak trips using the Metlink network.

The strapline for the campaign is 'Get smart. Get Metlink' and this will be used on posters, billboards and radio advertising.

There will also be a Metlink newsletter inside the June edition of Elements. Extra copies will be printed to hand out at key public transport locations in mid June.

### **9.3 txtTRN**

The development of the text train service has just passed an important milestone with the successful completion of the proof of concept phase, and live text messages requesting train timetable information have been sent and accurate replies received. An amount of work remains to optimise the service but we do not expect any major issues.

## **10. Marketing & promotion**

### **10.1 Route 24**

Changes to route 24 were promoted at the beginning of April. This included posters, direct mail, advertising, a press release and the production of a new timetable. The new route has been positively received by bus users.

### **10.2 Fares consultation**

Considerable promotion was undertaken to support the public consultation about the new fare structure and fares. This included the production and distribution of a leaflet, a poster, direct mail and media liaison. Metlink staff also assisted by handing out the leaflet at Wellington Station and key city bus stops at the start of the consultation period. Over 800 people have provided feedback so far.

## **11. Integrated ticketing**

Work on the business case has commenced and detailed discussions with Operators about the nature of the business case and the core principles of an integrated ticketing system are underway.

## **12. ID cards**

Work is underway on a Request for Tenders (RFT), which is anticipated to be released by the end of June 2006 to the shortlisted quality suppliers identified following the Expression of Interest process. There are still a number of technical issues to finalise before the RFT can be released to ensure that a robust product and process is obtained by the Council.

Some issues have been raised in regards to privacy of personal information and as such legal advice has been obtained. The first issue is a concern that some individuals may not be prepared to provide personal information required to establish eligibility for a concessionary fare. However, advice from schools (who require the relevant information already for school ID cards) and Environment Canterbury (who have successfully implemented a similar type of ID card) is that they currently have no problems obtaining required information from individuals. The second issue has been around the ownership and usage of personal information. As the issuing of ID cards for various reasons is already a common occurrence, Greater Wellington officers with legal assistance are building on standard practices to ensure that our contract with individuals for obtaining information specifically sets out who the owner of any collected information will be (this being Greater Wellington) and Greater Wellington's obligations regarding access to personal information.

### **13. Communication**

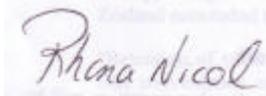
There is nothing further to communicate at this stage.

### **14. Recommendations**

*That the Committee:*

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

Report prepared by:



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**Attachment 1:** List of organisations we are proposing to invite to the Wairarapa passenger cars consultation session.

**Attachment 2:** Upper Hutt local bus service changes (effective 29 June 2006)