



Report 09.142
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File E/06/29/03

Committee Transport & Access Committee
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Divisional 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 Real time information

The Request for Tender to find a supplier for a real-time information system closes on 20 March 2009. Eighteen companies have indicated that they will be tendering for the contract.

A supplier will be chosen by June; a trial will run from October to February 2010; and the system roll-out will start in March 2010. The system will be ready to start in Wellington City in August 2010, and in the rest of the region by June 2011.

3.2 SuperGold travel scheme

The SuperGold free travel scheme provides free travel for those aged 65 and over at off-peak times.

The numbers of passengers using the scheme since it began in October last year, and the re-imburement from central government, are as follows:

Month	Bus	Train	Ferry	Total Passengers	Total Re-imbursement
October 08	92,832	20,081	843	113,756	\$310,864
November 08	109,845	19,449	707	130,001	\$341,775
December 08	116,771	20,020	1,093	137,884	\$363.813
January 09	114,561	19,080	1,775	135,416	\$354,229

January was the first month to show a drop in numbers travelling on the scheme.

3.3 Wellington City Council pensioner permit

In November 2008 this Committee decided to withdraw the Wellington City Council (WCC) pensioner permits (which provide those over 60 with discounted off-peak travel on Go Wellington services). The Committee decision was in response to the introduction of the SuperGold card free travel scheme.

We have now agreed with WCC that its pensioner permits will no longer be accepted on buses in Wellington after 31 March 2009.

Greater Wellington staff have also commenced a review of the WCC beneficiary permit scheme, which provides some beneficiaries with discounted travel at off-peak times.

3.4 Fares

At the February 2009 meeting the Committee asked staff to investigate and report back the suggestion from Cr Bruce that:

- off-peak-fares be extended to buses, and to weekend Hutt Valley and Paraparaumu train services,
- the day-tripper pass be valid on all buses (and trains and cable car) in zones 1-3, not just Go Wellington buses; and to cap off-peak fares to the cost of a day-tripper pass.

Off-peak fares are currently available on some train services (but at varying times of the day and only the Johnsonville line has off-peak fares at weekends).

The day-tripper pass is an off-peak pass (costing \$5 per day) available on Go Wellington and Valley Flyer services only. The pass is a Go Wellington/Valley Flyer fare product hence its availability on their services only.

The Committee Chair has asked that this investigation be widened to consider the availability of off-peak fares in general. A report will be presented to the May meeting of the Committee.

3.5 Review of bikes on trains trial

The trial of free bike carriage on trains began on 1 July 2008. At the same time Tranz Metro introduced a number of conditions of carriage (such as a maximum of two bikes per baggage compartment).

It is now time to undertake a review of the trial. The review will involve Tranz Metro, and input will be sought from cyclists (a web based survey, similar to that used previously to obtain feedback from cyclists, is likely to be used).

A proposed timetable for the review is set out below:

Date	Action	Organisation
March/April	<ul style="list-style-type: none"> • Design user survey, and undertake survey • Contact those who have contacted us for feedback • Seek feedback from Tranz Metro (including any usage numbers) • Assess current and future train design issues, and how it may affect cycle carriage • Assess Christchurch bikes-on-buses trial 	<p>Greater Wellington</p> <p>Greater Wellington</p> <p>Greater Wellington/Tranz Metro</p> <p>Greater Wellington</p> <p>Greater Wellington/bus operators/NZTA</p>
April/May	Analyse survey results and feedback	Greater Wellington
17 June 2009	Report back to TAC	Greater Wellington

3.6 Park and ride

Porirua City Council have agreed to make a further 90 car park spaces more accessible to commuters at Mana station, by installing a new footpath from the car park to the station subway to the west.

3.7 Bus services

Minor service changes are being implemented in the northern suburbs following the major changes of October 2008. These are in response to issues identified after the earlier changes were made and services bedded in.

A series of changes to school bus services are being implemented following changes in demand and travel patterns. School services to and from Karori, Kelburn and Khandallah are the most affected in terms of capacity and we are making changes to timings and the way those services operate as well as trying to ensure that complimentary public services are used to maximum advantage. These changes do not include the addition of extra services and should be cost neutral.

3.8 Responses to public participation

A number of matters were raised in the Public Participation part of the meeting.

The main topic raised by members of the public was the proposed end of the Otaihanga and Paekakariki shopper services. Progress with implementing the Committee's decisions on these services is reported in Report 09.131.

Mr Horne provided some comments on the double tracking project, with particular reference to the North-South Junction. Improvements to this section of track are considered in the Regional Rail Plan, and are part of Rail Scenario 1 (RS1) that has been included in the Proposed Regional Programme adopted by the Regional Transport Committee.

Mr Horne also asked some questions about fares and delays to buses.

How do Wellington fares compare to other regions on a per kilometre basis?

No such comparisons have been made.

What progress is there in changing the law to allow buses priority when leaving a bus-stop?

A law change has been proposed by NZ Transport Agency (NZTA). Greater Wellington made a submission to NZTA in support of the change. Submissions are currently being analysed, and it is likely to be many months before any change occurs. The proposed law change includes proposals to prohibit the use of hand-held mobile phones when driving.

What progress has been made with requiring territorial authorities to declare one side, or both sides, of narrow roads no parking zones to assist buses?

Greater Wellington cannot require territorial authorities to do this, and there are other considerations such as car-parking. But Greater Wellington does work with territorial authorities through the various joint groups to ensure the smooth operation of bus services.

4. Communication

No communications are required.

5. Recommendations

That the Committee:

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

Report prepared by:

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