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Committee Transport & Access Committee  
Author Wayne Hastie, Divisional Manager, Public Transport

## 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 Kapiti Stations

Greater Wellington officers and consultants are preparing various consent applications and continuing negotiations with land owners at the site of both station upgrades. The detailed design is being developed and timetable options are being discussed.

#### 3.2 Infrastructure report

##### 3.2.1 Park and Ride

An updated commuter car park security strategy document has been completed in order to:

- provide Greater Wellington with the basis for continuing to plan and implement appropriate security arrangements for Park and Rides
- provide an up-to-date snapshot of the security situation at all the commuter car parks in the Wellington region
- attempt to measure achievements in commuter car park security arrangements

- describe the key measures which contribute to better commuter car park security.

### 3.2.2 MacKay's to Waikanae double tracking (and electrification to Waikanae)

Pole foundations are being installed along the length of the works and traction poles have started to be erected between Paraparaumu and Waikanae. The new substation buildings are nearing completion at Waikanae and Otaihanga.



New traction poles near Lindale



New traction poles heading north from paraparaumu



Drilling traction pole foundations near MacKays Crossing



New Substation building in Waikanae

### 3.2.3 Johnsonville line upgrades

Station work continues at Simla Crescent, Khandallah and Raroa. As built measurements are being taken of the tunnel works to determine the extent of any further planned works to modify the tunnel walls. A Ganz Mavag train is being modified to simulate a Matangi sized train to test the tunnel clearances.

### 3.2.4 Kaiwharawhara Throat (Wellington Station Entry)

A number of new structures were installed and the transfer of wires to new structures has begun. Depot formation and track works have commenced in the east yard. The retaining walls on the Johnsonville line have been completed. Alterations to the electrical feeds and switching arrangements have been completed.

### 3.2.5 Power and signalling system upgrade for new trains

Progress is generally to programme across all sites. Some slippages which are not yet critical to the programme are being monitored closely. Equipment is being installed and 11Kv feeders are being connected to various new substation sites.



Electrical equipment being installed at Woburn

## 3.3 Contract & quality

### 3.3.1 Procurement Strategy

As previously reported we have sought and received further feedback from bus and ferry operators on our procurement strategy following the endorsement of New Zealand Transport Agency in December 2008.

The feedback received was very comprehensive and considered, and we have provided our written consideration to those operators who made submissions. We now intend completing and issuing a RFT for the Hutt Valley that will include the following aspects:

- Contract form will be a gross contract
- Contract term will be 8 + 4 years with a review at 6 years so that the 4 year extension is determined on an objective basis
- The draft agreement will contain the principles of partnering and be performance-based
- Performance-based criteria will be consistent with selective key performance indicators that are set out in the New Zealand Transport Agency (NZTA) procurement manual
- There will be financial incentives attached to the key performance indicators
- Inflation will be applied as per NZTA rules.

### 3.4 Rolling stock

#### 3.4.1 Matangi

The final design stage is essentially complete and work has started on car-body number one. The photographs below show further progress on the engineering mock-up construction. Work continues on the timetable and work programme planning required to introduce the new trains into service in mid 2010. This requires the coordination of multiple project workstreams and business operations.



Matangi mock-up interior progress



Matangi mock-up exterior progress

### 3.4.2 Ganz Mavag Detailed Condition Assessment and Prototype

Greater Wellington is currently negotiating a contract for the design, construction and performance verification of a prototype refurbished unit. It is expected that the contract will be signed by 31 August 2009 and the prototype refurbishment work will be concluded by December 2010, enabling the decision to be made whether fleet wide refurbishment is worth pursuing.

## 4. Google transit

Metlink have partnered with Google to provide public transport information directly through Google Transit and will be launching the service on the 29th August. Google Transit allows users of Google maps to access public transport information and journey plan directly from the Google Maps site. More than 413 cities throughout the world have made their public transport information available, and we are the first city within New Zealand and the first capital city in Australasia to have this service. Google Transit is considered complimentary to our existing website in that it allows access to our public transport information for those users who may be unaware of the Metlink site. While the application will work as intended from the launch date some additional work will be required in the future to improve the accuracy of our bus stop positions and to include geographical data from which routes can be better represented.

## 5. Real time information

An update on this project will be provided at the meeting.

## 6. Responses to public participation

Two members of the public appeared before the last meeting of the Committee. Alastair Smith from Cycle Aware Wellington gave a brief presentation on the carriage of cycles on buses and trains. This issue was the subject of a report considered by the Committee who adopted a number of recommendations on this subject.

Paula Warren raised a number of issues regarding rail and asked a number of questions. The questions and our responses to them are provided below:

1. Is there a strategic plan setting out how the maintenance problems will be coped with – setting out expected failure rate, how passengers' interests will be managed, and how the effect of the problems will be minimised (e.g. advance ordering of parts)? If not, why not? If there is, why does KiwiRail apparently not have it?

*For the Greater Wellington owned rolling stock KiwiRail were required to prepare maintenance and overhaul plans as part of the supply contracts. The same applies to the Greater Wellington owned Matangi fleet with a maintenance and overhaul plan prepared by the manufacturer. The GanzMavags are owned by KiwiRail and the maintenance is paid by Greater Wellington through the operating contract.*

2. The contract with KiwiRail requires an asset management plan (clause 17). Does this exist? When was it last updated to take account of increasing maintenance problems? Does GW consider it to provide a satisfactory approach to “maintain and improve existing service quality and passenger comfort”. Is the plan being implemented as required in clause 17.1.

*KiwiRail are required to prepare an Asset Management Plan which is reviewed annually in conjunction with the annual business planning process. The asset management processes employed by KiwiRail will be reviewed as part of the restructuring of the rail industry under Crown ownership.*

3. The contract also requires a business contingency plan (clause 26.3). Is there a contingency plan in place? Does GW consider that this is adequate to “provide procedures and actions that will aim to minimise any period of disruption in the provision of rail services”? Has GW had the latest plan audited or reviewed? What was the result of that audit or review?

*KiwiRail has Contingency Plans in place for escalating levels of disruption. These plans have been reviewed recently in response to the Swine Flu pandemic.*

4. Is there a document setting out anticipated patronage and timetable demands over the next 20-30 years, the number of units needed to meet that demand, and the way those units will be delivered? If not, how are decisions on both unit demand generators and unit purchase/upgrades being made? How were anticipated patronage figures chosen? How were the timetable frequency decisions taken? What infrastructure changes are planned to allow more efficient use of available rolling stock (e.g. by providing more passing lanes)?

*The Wellington Regional Rail Plan (RRP) sets out the development of the rail network for the next 20-30 years.*

5. Will proposed station upgrades result in Matangi units being fully level boarding at all stations? How will passengers know which trains and stations will be level boarding?

*The Matangi trains will offer a step height closer to the platform height at each door and a level floor between the doors on the trailer car. The initial station upgrades, which are part of the current work being undertaken across the network to facilitate the introduction of the new trains, will not provide a uniform or consistent boarding situation at each platform. The initial focus is generally on ensuring the new trains do not strike the platform, in some cases this requires rebuilding an entire platform. Further significant station/platform upgrades are part of Rail Scenario 1 in the RRP. The new trains will feature an integrated wheelchair ramp which will allow safe and consistent boarding and alighting at every station for those with mobility impairments. An entirely uniform and consistent boarding and alighting situation is not achievable until the GanzMavags are withdrawn from service and all the platforms are repositioned in the correct location relative to the track.*

6. What programme is being put in place to reduce the impacts of scheduled and unscheduled service changes on passengers and to provide passengers with clear and accurate information on anticipated problems and long term solutions?

*KiwiRail is preparing a programme of scheduled serviced disruptions (station closures, block-of-lines etc) and is working to install permanent communication measures to keep passengers up to date. KiwiRail have also undertaken publicly to improve their communications around unscheduled service disruptions.*

7. What is the schedule for station upgrades? Will all stations be out of service for long periods during upgrades? How will passengers be advised? How will effects on passengers be managed? What impact will that have on buses when stations that have connecting bus services are affected?

*See answer to question 6.*

8. Why was the Matangi platform problem not identified earlier (given that we were told that station upgrades would not be done)? When was the problem identified?

*The platforms in the Wellington region are in a very poor state both in terms of their general condition and relative location to the track. This results in a wide range of horizontal and vertical gaps between the various trains and the platforms. Although the problem has been known for a long time it is only the introduction of a new train, offering a better standard of boarding, which brings the issue into sharp focus and requires a precise measurement of each platform to determine the cost and scope of the work remedial required. These measurements and resulting costs could only be finalised when the size and dynamic movement of the new train was finalised (July 2009).*

9. Is it true that it will not be possible to run 8-car Matangi trains? When was that problem identified? Is that an overhead wiring system problem, or more fundamental? If a wiring problem, are there plans to fix the problem? What changes will be required in the timetables to fix the problem, or will they run 8-car sets with one unit not powered? What impact would that have?

*The decision was taken at the time of determining the necessary traction power upgrades that the additional cost of providing for 8-car Matangis was not justified. This decision was determined on the basis that there are currently only two AM peak 8-car trains and that future plans for the network see an increase in frequency ahead of a move to 8-car trains. An all 6-car peak service operating every 15 minutes easily absorbs a lower frequency with limited 8-car trains. Ganz Mavags can still operate as 8-car trains and 8-car Matangis may be manageable for stadium events. Changes in the timetable will be required to manage the introduction of Matangis, Waikanae services and mitigating the reliance on the two 8-car services on the Hutt Line.*

10. Will the Ganz-Mavag units be upgraded or scrapped? What criteria have been/will be used in making that decision, including consideration of the

immediate effects of a mixed fleet, and the long term life of new versus old units? If they were to be upgraded, what form of upgrade – i.e. what will the specifications be for the upgrade prototype? When will the prototype be done?

*Greater Wellington is currently finalising a contract with KiwiRail to undertake a prototype refurbishment of a 2-car GanzMavag. The prototype process will assess the condition and suitability of extending the vehicle life, include life cycle cost benefit analysis, and produce a working refurbished prototype vehicle complete with a performance monitoring and cost analysis investigation. Refurbishment of the entire fleet will not proceed unless the prototype meets the necessary performance and cost benefit measures and compares favourably against procurement of further new trains. The prototype is expected to be complete in about 18 months.*

11. Has there been an assessment of the timing of the removal of the English electric units? In particular, will the whole fleet be withdrawn in 2010, or progressively withdrawn as they develop operational problems? How was that decision taken?

*The introduction of the Matangi fleet involves a wide range variables, including: timetable changes, depot upgrade, testing and commissioning, driver training, maintenance training, communications, fleet logistics, traction power upgrades, signal immunisation upgrades, and platform work. The withdrawal of the English Electrics and the rate of GanzMavag refurbishment, should the programme proceed beyond the prototype, is an important part of the evolving planning process.*

## **7. Communication**

No communications are required.

## **8. Recommendations**

*That the Committee:*

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

Report prepared by:

**Wayne Hastie**  
Divisional Manager, Public  
Transport