

Report 13.107
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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee on 18 April 2013

1. Purpose

To inform the Committee of Greater Wellington Regional Council's activities relating to the Committee's areas of responsibility.

2. The decision-making process and significance

No decision is being sought in this report.

3. Public Participation

During public participation at the last meeting of the Committee, three people spoke about the Public Transport Spine Study and the Wellington City Bus Review. The Spine Study is being prepared with input from a Technical Working Group and a Reference Group, and a final report expected within the next two months.

Some specific concerns raised about the Wellington City Bus Review are still being worked through with Mr Mellor. Other comments were made about the efficiency of the currently proposed network. Our objective is to provide a network that is efficient and meets the needs of the public. We acknowledge that the current proposed network may not technically be as efficient as that originally proposed, but it does reflect the large amount of public feedback that has been received during the review process.

4. Public Transport

4.1 Rail Operations

4.1.1 Johnsonville Line

Efforts to reduce the wheel squeal noise on the Johnsonville line continue. Interventions to date have had sporadic effect, due primarily to the poor distribution of the friction modification material up and down the line. A new friction modification material has been identified and is to be trialled this month, with the effects being monitored in order to determine whether or not we are using the most appropriate product. At that time, we will also determine whether or not there are better ways of applying the friction modification material to ensure a more consistent spread to those areas where it is required. Prototype wheel dampers have been manufactured and two trains will be fitted for trial in April.

On the evening of 20 March a public meeting was held in the Ngaio town hall which provided the public an opportunity to express their views on noise issues, and Greater Wellington Regional Council and KiwiRail officers the opportunity to explain how these issues were being addressed. A further meeting has been called for June.

4.1.2 Matangi

The Matangi 1 project is in the process of being closed, as it moves into business as usual. A new operating plan was put into effect in mid-February which enables greater usage of the Matangi fleet and less use of the Ganz Mavag fleet. This utilisation reduces the overall maintenance costs for the Wellington metro fleet in line with budget expectations.

Contract negotiations are ongoing with a proposal to purchase further Matangi to be brought before the Council shortly.

4.1.3 Ganz Mavag

The Expressions of Interest document seeking proposals to procure the Ganz Mavag fleet has been issued. Disposal opportunities for the Ganz Mavag fleet which are identified through the expressions of interest process will be evaluated during April/May.

4.1.4 Carriage Fleet

The SE project is approximately 50% completed. The project is assessed as on track to have the carriages in service by 1 July 2013.

4.1.5 Rail Infrastructure

(a) Tawa Station

The Tawa station upgrade continues into the 11th week of the construction programme. Some asphalt surface has been laid at the south end of the platform, light poles have been erected and trenching continues to allow new carpark lighting. Bridge repairs are underway with the replacement of several

main bearers and steel supports. Foundation concrete is at the curing stage in readiness for the station POD walls to be erected. Repairs to cracks in the platform frontage continue. The new building roof structure is being built onsite at Tawa and once complete will be lifted into place during an overnight block-of-line.

(b) Park and Ride

Silverstream car park opened to the public on 25 February and incorporates an additional 32 spaces, new street lighting and CCTV camera surveillance (which is now switched on).

Twenty four new parking spaces are to be developed under a joint initiative between GWRC and Carterton District Council, the new spaces are expected be available before the end of June 2013.

(c) General station maintenance

Officers continue to work with contractors to improve and repair infrastructure throughout the rail network, with particular attention on faults found during bridge inspections. Works have begun to replace a set of stairs on the northern footbridge at Wingate. Other works such as corrosion treatment and painting will be carried out simultaneously.

Wingate and Heretaunga station shelters have had their roofs refurbished and Mana station shelters have new colour steel roofs in readiness for winter.

Work at Carterton Station includes strengthening of the foundation piles and chimneys, repairs to the building and a full repaint in heritage colours.

Woburn station has had improvements to the asphalt surface at both the north and south ramps, making access easier for wheelchairs and prams. Other works at Woburn include renovation of some building panels and installation of new seats in the platform area.

(d) Cycle facilities

Proposed designs for a new cycle shelter to be located at Wellington Railway Station have now been accepted by KiwiRail. Officers are in the process of submitting an outline plan of works and building concept application. It is expected that the new cycle facility will be open for use by mid to late May. This proposed project will provide space for 20 cycles in a lockable cage and will include solar powered lighting. Existing cycle lockers will be relocated to other stations where demand has been identified.

(e) Wellington Urban Network Security Works and Services

Security services on the network continue to have a positive effect, although there has been a noticeable increase in the number of car crimes. Officers continue to work with KiwiRail and security staff to improve security measures.

4.2 Bus and Ferry Operations

4.2.1 Bus services

(a) Street events

Street events that occurred during March 2013 included the Newtown Fair and the Wellington OTU Triathlon Oceania Championships. The Newtown Fair in particular created a number of traffic diversions and caused significant delays. As a result a number of bus trips operated very late, and on some occasions were missed completely.

4.2.2 Service reviews

(a) Wellington

The formulation of draft timetables is nearing completion in readiness for further meetings with community groups and stakeholders during April and May. Feedback from these meetings will be used to fine tune the draft timetables which will then be used in contractual discussions with transport operators.

Officers are continuing discussions on route options with Highbury resident representatives.

(b) Porirua post implementation reviews

Targeted consultation on two timetable and route options for the Whitby, Aotea and Papakowhai areas closed on 8 April 2013. The consultation involved a leaflet mail drop to 6,500 homes in the affected area which encouraged people to fill out an online questionnaire.

Analysis to date of the Kapiti services indicates only minor tweaks to some bus trips may be required and these are only needed to improve the connectivity to some rail services. The next area-wide review of the Kapiti area is scheduled for 2014/15, where the options for any significant service changes would be considered.

(c) Wellington City School Bus Review

The objective of this review of school bus services in Wellington City is to assess the sustainability of these services in relation to the revised network design in the Wellington City Bus Review. Patronage data has been received from the operator, and GWRC officers are currently analysing this.

4.2.3 Bus stops and shelter

(a) Asset management

The new bus asset infrastructure maintenance contract was released for tender at the beginning of February. A preferred tenderer has been selected and officers are now in contractual negotiations. It is anticipated that the new maintenance contract will commence on 1 May 2013.

Aecom have been engaged to survey all bus stop assets in the region and review the condition, performance and aesthetics of the infrastructure at each stop. The field work has now been completed and a draft report is expected in the next few weeks. This work will feed into the prioritisation framework tool which is being developed to assist with long term asset and budget planning, and will provide a transparent and consistent approach to bus stop development.

(b) **Bus shelters**

This financial year's bus shelter installation programme has commenced. The first of the 15 shelters has been installed and the remaining 14 shelters will be installed by the end of June 2013.

4.3 Real time information (RTI) system

4.3.1 Wellington CBD display signs

Agreement has been reached with Wellington City Council on the precise locations for installation of the 14 CBD display signs at bus stops between Lambton interchange and Courtenay Place. The display sign is a custom-made solution providing eighteen lines of information, using the same type of display presentation as the RTI signs established around the region.

4.3.2 RTI for Trains

Development of RTI for trains continues on schedule. The programme for installing the necessary equipment in the residual Ganz fleet of trains is now complete, and the main system interface is close to completion. Corresponding development of KiwiRail's own operational management systems and procedures to support RTI has begun. Completion of the project is forecast for late in August.

4.3.3 Station Display Signs

A total of 60 electronic information signs installed on train stations as part of the RTI project were brought into use in March. Until real time departures for rail services are available these are displaying scheduled times, but are also providing disruption and service status messages (such as advice of forthcoming bus replacements). This information is also available via the Metlink website and mobile website.

5. Environment Management

5.1 Wairarapa Water Use Project (WWUP)

The culmination of the previous year's desk top and field investigations was completed and presented in the draft WWUP Scheme Options Identification and Analysis report. A summary version of the report was issued to landowners with possible storage sites, as well as the WWUP Stakeholder Advisory Group and the Leadership Group; each was able to provide feedback. The report's recommendations were endorsed by both of the latter two parties, with a recommendation to proceed with an Options Refinement phase prior to

the commencement of the scheduled prefeasibility investigations. It is anticipated that the Options Refinement phase will be completed mid 2013, and that the prefeasibility investigations would then commence mid/late 2013 on those sites identified through the options refinement process.

6. Recommendations

That the Committee:

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

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