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Committee Economic Wellbeing
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Eastern Area (Hutt Valley) Public Transport Service Review

1. Purpose

To seek approval of the Project Brief for the Eastern Area (Hutt Valley) Public Transport Service Review.

2. The decision-making process and significance

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

2.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance policy and decision-making guidelines. Due to the procedural nature of this decision officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

3. Background

Greater Wellington Regional Council (GWRC) has an ongoing programme for area-wide public transport service reviews; the policies that underpin the programme are contained within the Wellington Regional Public Transport Plan 2011-2021 (RPTP). The RPTP requires regular service reviews to be carried out to ensure public transport services operate effectively and efficiently as part of an integrated public transport network. Regular service reviews provide an opportunity to consider the extent to which public transport services meet customer demand. Key considerations when undertaking service reviews are to ensure value for money and to balance service levels with demand.

The last comprehensive area-wide review of public transport services in the Hutt Valley was undertaken in 2002. Prior to 2002 the focus of Hutt Valley bus services was on feeding train services. The outcome of the 2002 review introduced a new bus route network which resulted in more buses more often between the key attractions of the Hutt Valley. These were complemented by local community services which ensured more residents had access to a local bus service. An example of this was the introduction of a new through route (Route 110) which linked Upper Hutt with Stokes Valley, Hutt Hospital, Lower Hutt CBD, Petone, and ended at Petone Railway station.

Over the years since the 2002 review there have been a number of minor changes to the public transport services in the Hutt Valley, some of these as a result of targeted service reviews. Information on a number of these changes is provided below.

There have been a number of changes for the Wainuiomata community since 2004. These have resulted in simple and easy to understand services. These routes link Wainuiomata with both Lower Hutt CBD and connecting trains at Waterloo Interchange.

Between December 2005 and June 2006 a trial took place of a ferry service between Wellington and Petone. The trial ended in June 2006 due to poor patronage.

In early 2010 several key Hutt Valley bus routes were commercially registered by NZ Bus Limited. These routes were: route 110 (Upper Hutt Railway Station to Petone Railway Station), route 120 from (Stokes Valley to Queensgate) and the remaining few contracted Eastbourne public bus services (the majority of Eastbourne public services were already commercially registered). Eastbourne contracted school services continue to be operated by Classic Coaches Limited.

The launch of the Matangi trains and electrification through to Waikanae resulted in timetable changes across the rail network in February 2011. This had a direct effect on services throughout the Hutt Valley, and bus timetables were amended in order to ensure continued connectivity between the public transport modes.

The current services in the Hutt Valley have resulted in a network which at a macro level would appear to serve the community well and meet demand. However it is essential that we proactively manage the network to ensure we meet the on-going changes in demand and needs.

The latest Hutt Corridor Plan, adopted in October 2011, identified a review of the public transport services in the Hutt Valley as a strategic public transport project to be undertaken within the period 2012-2015.

This Hutt Valley Review (Review) aims to deliver a network which meets the needs of the community whilst being sustainable to the ratepayer.

The Project Brief is provided in **Attachment 1**; and provides a high level view of the cost, scope and community involvement in the Review.

4. Project Scope

The Review encompasses the areas of Upper Hutt and Lower Hutt and includes urban bus, rail and ferry as modes of public transport as well as contracted school bus services. It will also consider east-west links between the Hutt Valley and Porirua.

The Review will primarily address, but not be limited, to the following points:

- bus, train, and ferry connectivity
- patronage, capacity, and demand
- changes in travel patterns
- changes in population catchments and land development
- span of service hours
- frequency of services
- the potential for east-west links.

5. Project Assumptions

The Review plans to give effect to the multi-modal corridor reviews carried out under the Wellington Regional Land Transport Strategy 2010-2040. The outcomes of the review will be considered when implementing the new Public Transport Operating Model (PTOM).

This Review will take into consideration the high amount of commercially registered services within the Hutt Valley and as a consequence the Review will be conducted in close collaboration with NZ Bus Limited, the transport operator providing these commercial services.

Officers consider at this stage there is not a need for a fundamental re-design of services within the Hutt Valley. This is due to the various targeted service reviews that have taken place since the last area-wide review in 2002.

It should also be noted that Officers are assuming a cost neutral approach to the Review, and any changes that are made will be within current and planned budgets.

6. Key Performance Indicators

Key Performance Indicators (KPI's) will be used to measure the success of the Review. They take the form of various measures such as patronage, customer feedback, ease of transition to the Public Transport Operating Model, and level and type of media feedback.

7. Community and Stakeholder Involvement

Stakeholders, Community Boards/Committees and other community groups will be involved throughout the Review. Community and public transport user involvement is integral to the Review and the success of the process.

An initial letter will be sent to stakeholders and community groups during May 2013 informing them that GWRC has begun the Review. Briefings with stakeholders and community groups will begin following the October 2013 local body elections.

8. Next Steps

The table below highlights the indicative high level timeline for this project.

Stage	Content	Date range
Initial tasks	Draft Project Brief and Business Case Draft Project Plan Economic Wellbeing Committee request for approval of Project Brief	February 2013 to May 2013
Data collection and preliminary network design	Letter to Stakeholder and Community groups informing them of the process and inviting them to a briefing Collection and analysis of patronage data On bus/rail/ferry survey of current users Focus group feedback and options Community & stakeholder survey via groups Preliminary network design Economic Wellbeing Committee request for approval of preliminary network design	June 2013 to February 2014
Public consultation	Stakeholder briefings Public consultation on preliminary network design Feedback to community and stakeholders on public consultation Final network design based on public consultation Economic Wellbeing Committee request for approval of final network design	March 2014 to February 2015
Timetable formulation and fine tuning of the network design	Timetable formulation Non-material network changes Community stakeholder briefings Economic Wellbeing Committee request for approval to move to implementation stage	March 2015 to December 2016
Implementation	Contract tender and negotiation Operational implementation	January 2016 onwards

9. **Communication**

No formal public communication is required at this stage of the Review.

Information will be pro-actively released to the general public through media releases at appropriate stages throughout the Review.

10. **Recommendations**

That the Committee:

1. ***Receives the report.***
2. ***Approves the Eastern Area (Hutt Valley) Public Transport Review Project Brief as set out in Attachment 1.***

Report prepared by:

Report approved by:

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Attachment 1: Eastern Area Public Transport Review Project Brief