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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee on 23 May 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 Transport

3.1 Rail Operations

3.1.1 Johnsonville Line

The Johnsonville line continues to pose challenges in maintaining on-time performance and reducing wheel squeal noise. Over the last few months, the on-time performance has been affected by speed restrictions on the track due to heat and track work, often combined with poor adhesion due to wet weather, flange lubrication and friction modification material. Wheel squeal noise has abated in patches where the friction modification material has been applied, but it has not had the desired effect across the whole of the line, plus the friction modification material is contributing to the adhesion difficulties being experienced by drivers.

A new friction modification material was trialled on 2 May and, in the quantities applied to the line, did demonstrate a significant reduction in wheel squeal noise. However, adhesion difficulties were also experienced at the location the friction modification material was applied. The intent now is to dispense the new friction modification material through the existing mechanical dispensers at a rate which is hoped will reduce the wheel squeal

noise but not impact on adhesion. This will be monitored over the coming months.

Wheel dampers have been fitted onto two trial trains and their impact on reducing wheel squeal noise will be monitored over the coming months.

3.1.2 Matangi

The new operating plan, introduced to better optimise the use of the Matangi 1 fleet and reduce the use of the Ganz Mavag fleet, has now been in place for over a month. This has seen a significant reduction in maintenance costs across the two fleets and the EMU maintenance budget is now forecast to deliver a positive result.

Negotiations with Hyundai-Rotem are now in their final stages and it is anticipated that a contract for the supply of more Matangi trains will be signed before the end of June.

3.1.3 Ganz Mavag

The expressions of interest process (EOI) for the purchase of the Ganz Mavag fleet closed on 23 April and requests for tender (RFT) were sought from those organisations which had expressed an interest in the purchase of either the entire first tranche (15 units already withdrawn from service), or the full fleet (42 units). The RFT closed on 10 May and the evaluation process has been completed. Negotiations with the preferred bidder are now underway and a final contract is likely to be signed before the end of June.

3.1.4 English Electrics

The Wellington EMU Preservation Trust has taken possession of the 3-car English Electric Cyclops.

The 2-car Phoenix has yet to be moved to NZ Railway Museum in Christchurch, due to the lack of space on their site. Discussions regarding storage at another location in Christchurch are on-going.

3.1.5 Carriage Fleet

The SE carriages are planned to be in operational service by 1 July 2013. The SE refurbishment project is nearing physical completion, with operational training and preparation to be undertaken in June.

The project will be completed within the agreed budget. While the vehicles have been in the KiwiRail workshop the opportunity has been taken to address some of the longer term maintenance issues, including overdue paint work. This additional variation work will be covered from the SE maintenance budget.

3.1.6 Rail Infrastructure

(a) Tawa Station

The Tawa station upgrade entered the seventeenth week of the construction programme this week with major advances being made:

- Steel columns were installed in readiness for the lifting of the roof structure that was built onsite adjacent in the car park
- Exposed aggregate concrete was laid to the central section of the building area to become the main waiting place for customers
- Platform frontage works continue to make progress, as does the resealing of the platforms with two ends now resealed and the tactile installation underway
- On the evening 30 April/1 May the roof structure weighing 12.2 tons was successfully lifted into place.

The station will re-open for passenger service on 20 May 2013.

(b) Park and Ride

The 24 additional car parking spaces at Carterton station, which are being developed as a joint venture between Greater Wellington Regional Council (GWRC) and Carterton District Council, are making good progress and expected to be complete by late May/early June 2013.

(c) General Station Maintenance

Works being carried out on strengthening the Carterton station building were completed over the reporting period and the station was “re-opened” on 12 May. Some of the works carried out were essential strengthening of the main building foundations and chimneys; other works included repairs to the building and roof with a complete repaint in heritage colours.

Wingate bridge repairs are now into their fourth week, with essential concrete repairs being made to the main span of the bridge. Within a few weeks, a new steel staircase will be added to the western side which will replace the existing wooden structure.

Stage 1 of an electrical refit to Masterton station began last week and is expected to be completed by mid-May. Other works include repairs to the leaking roof and some improvements to unused areas which have potential for commercial activities.

A tender for the roof repairs to Waterloo station was released to the market early May. The tender is open to different approaches to repair the corrosion found in the main space frame structure of the roof. This tender closed on 16

May 2013, and officers are now evaluating responses and aim to appoint a contractor to start work before the close of the financial year.

The roofs on the two shelters at Mana station have been replaced due to their poor condition and the poor weather protection they provided for commuters. The Mana subway has been repainted in the new Metlink colours.

(d) **Cycle facilities**

The outline plans for the works and building consent application for the Wellington station cycle cage have now been lodged with Wellington City Council. As this is a heritage site, the Historic Places Trust has been engaged. It is expected that the new cycle facility will be open for use by the end of June. The cycle cage will provide secure space for twenty cycles and will have solar powered lighting installed. Existing cycle lockers will be relocated to other stations at Porirua, Waikanae and Silverstream.

3.2 Real Time Information (RTI)

3.2.1 Rail RTI

The project to introduce RTI to rail services is progressing to schedule, and the inputs of the contributing parties are combining well. Manual testing of the input of train position and service data into the RTI system is currently underway, and it is expected that a limited pilot deployment will be possible in advance of rail RTI being available from September.

Meanwhile, the use of the electronic signs on stations for delay and disruption messaging, and for forward notice of information such as bus replacements, is proving beneficial.

3.2.2 Wellington CBD Display Signs

The contractor has advised of delays in the schedule for the supply and installation of the revised CBD display signs which would see the first installations to be made in September, although preparatory site works would begin in June.

Means of compressing this timescale are being sought, in particular for the manufacture lead time for the display unit itself. The delays are partly attributable to the need to amend some of the design and structural details of the proposed display sign.

An update on discussions with the contractor will be provided at the meeting.

3.3 Bus and Ferry Operations

3.3.1 Bus services

(a) Service disruptions

Over the last few weeks there have been a number of events which have caused significant disruptions to Go Wellington morning and afternoon peak bus services. Police Commercial Vehicle Investigation Unit (CVIU) inspections of Wellington buses, along with damage to some buses from floods and accidents, streetworks and power outages have, and are continuing to cause serious disruptions for commuters.

The CVIU carries out checks on a variety of commercial vehicles as part of "business as usual". These checks are to ensure compliance with road and customer safety rules and regulations. As part of these duties CVIU complete random inspections on passenger service vehicles including taxi, shuttles, school buses and buses. Over the last few weeks checks have been carried out on Wellington area buses.

Some of the regulatory issues that were identified as part of the checks have been interior lighting, signage size, signage obscured (normally by advertising signs), or signage damaged and in need of replacing.

Other issues have been seating and grab rails not properly secured, oil leaks and in some cases exterior lighting not operating. These issues have been minor in nature.

When the CVIU removes buses from service, for whatever reason, they must then go through a complete Certificate of Fitness process, similar to a Warrant of Fitness test for a car. This all takes time, thus NZ Bus have put extra resources into its depot workshop and their depot staff are working through the night and weekends. NZ Bus has an agreed plan with the CVIU and the NZ Transport Agency to rectify the issues.

NZ Bus is working on accelerating their fleet replacement programme for Wellington. This will bring down the average age of the Wellington fleet and reduce the number of maintenance issues. The vehicle start-up and shut-down checks that drivers undertake have been improved and training on these changes is underway. NZ Bus is already in the process of improving its maintenance programmes. Elements of the improvements that have already been made in Auckland are now being rounded out in Wellington. The frequency of the Airport Flyer services through Wellington CBD has also been reduced so some of these vehicles can be used to provide other services.

Customers are being kept informed about the planned service cancellations via website notices, real time information (Metlink website and on-street displays), Twitter and the Metlink Call Centre, which has extended its hours of operation until the current issues are resolved.

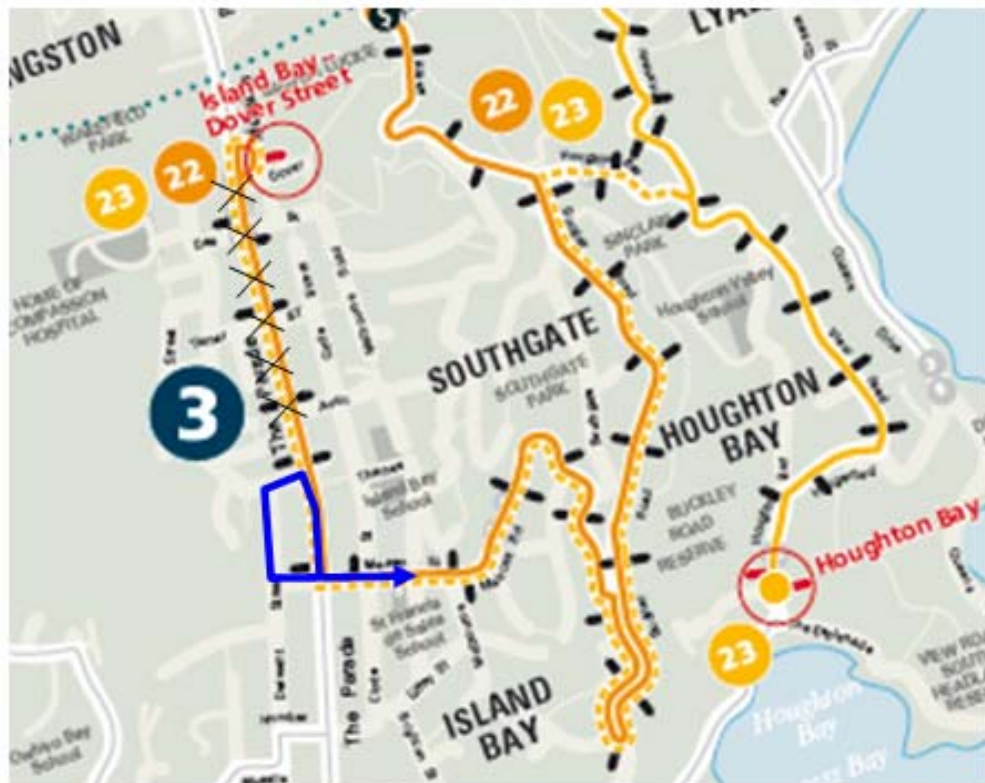
Unfortunately, it is expected services will be affected for a few more weeks, but as time goes on we expect the number of service disruptions to reduce steadily.

(b) Street events

The ANZAC Day commemorations in a number of locations across the region were the major street events which resulted in road closures during April 2013. The commemorations resulted in fairly short term closures that created little in the way of disruptions to bus services.

(c) Analysis of Timetable Compliance using Real Time Information

Currently, routes 13, 22 and 23 between Mairangi and Houghton Bay/Southgate suffer from late running and unreliability. GWRC officers have proposed to NZ Bus a revised timetable using real time information data. As well as adjustments to timetable times, a slight change to the terminus of the route is proposed. Instead of terminating at Dover Street, it is proposed to terminate the bus service at the Island Bay shops outside the New World supermarket. This route change saves one to four minutes in travel time in each direction and will assist in maintaining service reliability.



3.3.2 Service reviews

(a) Wellington

Draft timetables for the Wellington City Bus Review network have now been formulated. During April and May, officers have been presenting these

timetables and the rationale behind their formulation to community resident representatives and other stakeholders. Feedback on the timetables from the representatives and the other stakeholders has been requested to be made by the end of June.

(b) Post implementation service reviews

The post implementation review of the public transport changes that were implemented during 2012 in Wairarapa will begin shortly. The results of this review and the post implementation review of the Kapiti services are expected to be presented to the Committee in September 2013.

(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 operators, and GWRC officers are currently analysing this.

3.3.3 Bus stops and shelter

(a) Asset management

The new bus stop cleaning and maintenance contract commenced on 1 May 2013. The contractor is Directionz, who were previously contracted by GWRC to maintain its Metlink signs. The new contract covers all cleaning and maintenance of the assets at all bus stops, other than Wellington City who continue to undertake bus shelter maintenance funded by GWRC.

Survey data and a financial forecast report of all bus stop assets in the region including the condition, performance and aesthetics of the infrastructure at each stop has been completed, and the consultant undertaking the work has presented a draft report to officers. This information will be fed into the bus stop prioritisation framework tool which is also under development.

A project is also underway to improve the infrastructure information held within GWRC's internal asset management systems (SAP). It is expected that this project will provide improved visibility of the bus stop assets in the Metlink public transport network and will enable more informed decisions on maintenance and replacement of these assets. It is also expected that it will deliver the capability of producing improved reports to track and analyse maintenance and asset management activities, and related expenditure, over time.

(b) Bus shelters

The current financial year roll out of new bus shelters is under way, with five out of fifteen shelters having been completely installed. The new shelters are located at:

- Petone railway station (new shelter)

- 138 Spinnaker Drive, Whitby (replacement shelter)
- 145 Miramar North Rd - at Centennial Park (replacement shelter)
- 7 Warwick Street, Wilton (replacement shelter)
- Rintoul St, opposite Wakefield Hospital (replacement shelter)

The remaining ten shelters will be installed over the next few weeks, subject to weather conditions.

3.4 Total Mobility

3.4.1 Total Mobility Fraud

In 2011, officers identified a taxi driver accessing the Total Mobility Scheme through use of client electronic photo ID cards that belonged to persons known to him, when there was no actual taxi travel being undertaken. A complaint was laid with the Police and subsequently, following a lengthy process and collection of evidence, charges were laid. A trial by jury was to have occurred in May this year, but the person accused has now pleaded guilty following a pre-trial hearing. Sentencing will occur in June, including a measure of reparation. The lessons learnt from this process have been incorporated into the recently issued new terms and conditions for drivers' access to Total Mobility and contracts with transport operators.

4. Environment Management

4.1 Wairarapa Water Use Project

Preliminary work over the past twelve months has identified possible storage and distribution schemes throughout the Wairarapa. This has so far narrowed the possible sites from over two hundred down to just nine. The report recommended a refinement options phase on all nine sites, plus several more possible options in the tributaries of the upper Tauweru River catchment area. The concept of including some smaller storage sites on the plains to complement the larger storages in the foothills will also be explored. These recommendations were endorsed by the project's Leadership Group in March 2013, after feedback from landowners and the Stakeholder Advisory Group.

A phase called Options Refinement is being conducted over the next four months to increase the level of certainty behind the selection of those schemes that will be advanced to the pre-feasibility stage. The decisions around this will occur in August/September 2013.

In early May, a team of relevant GWRC Managers together with Councillor Fran Wilde (as Chair of the WWUP Leadership Group) were taken to eight of the nine possible storage sites to gain an appreciation of the nature, the pros and cons, location and scale of the sites being investigated.

It is not expected that all of the sites identified will be suitable, for a range of social, technical, economic, cultural or environmental reasons. The pre-feasibility study that will follow will then take about a year, depending on the number of sites being considered, and will determine which sites are worth taking forward to a full feasibility study.

Recommendations

That the Committee:

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

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