



Report 08.616
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Committee Transport & Access Committee
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Divisional Manager's Report

1. Purpose

To provide a brief update on public transport activities.

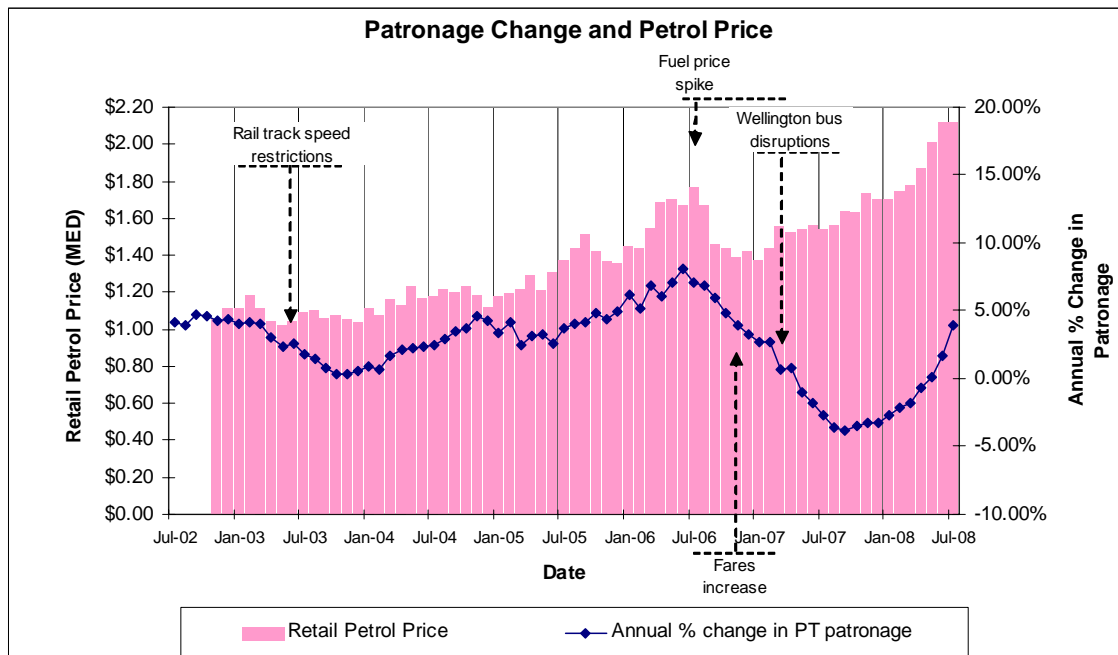
2. Significance of the decision

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

- Patronage

Bus, rail and harbour ferry patronage continued to rise in July with a 10.5% increase over July 2007. Rail (12.2%) grew more strongly than bus (9.5%), and off-peak (15.2%) grew significantly more than peak (6.2%). The following graph shows patronage change and retail petrol price. The rolling annual percentage change in patronage has continued its upward trend and is currently at 4%.



- Kapiti Plus ticket

The new integrated ticket for Paraparaumu commuters will commence for a four month trial on 1 September. The new ticket, known as “Kapiti `Plus”, allows bus users who have a monthly train ticket, to travel to and from Paraparaumu station at no cost.

- Public Transport Management Bill

The Public Transport Management Bill, which provides for regional councils to place controls on commercial services and changes the process of preparing passenger transport plans, was reported back to the house in August. The Bill has had only minor changes as a result of the submission process.

There are only a few days available for the Bill to have its second and third readings before the house has its last working day before the election, so the possibility exists that it will not be passed into law. An update will be presented to the Committee at the meeting.

- SuperGold Card

The free off-peak travel scheme for SuperGold card holders is due to be introduced on 1 October. Council officers have had discussions with the New Zealand Transport Agency (NZTA) and operators on how the scheme will work. NZTA is still finalising details of the scheme and will be presenting them to a meeting of regional councils to be held on 9 September. An update from this meeting will be reported to the Committee.

- **Biofuel Trial**

Mana Coach has recently demonstrated a proof-of-concept biodiesel conversion, with a bus adapted locally to run on 100% sunflower oil. Significant further development is required for service use, but difficulty with sourcing a suitable supply of bio fuel is seen by Mana as a major obstacle. Most commercial biodiesel applications use a blend of bio and conventional diesel, and while some hydrocarbon emission (notably carbon monoxide (CO)) reduction at point-of-use can be expected, the main environmental benefit arises from the use of a renewable, non-fossil fuel product, and ideally one produced either as a by-product (such as tallow) or recovered from waste (e.g. from waste food oil).

- **Integrated Ticketing**

Officers continue to monitor integrated ticketing developments on a national level, in Auckland with ARTA, and locally with the Snapper deployment, with a view to determining a course of action towards meeting its own integrated ticketing objectives.

Currently there is an absence of development direction from NZTA on a national integrated ticketing approach, partly as a consequence of the non-resolution of ARTA's tendering phase. This process is currently stalled, following an extended tender evaluation period, and it is understood that a conclusive outcome is still some months distant as negotiation with bidders continues in the light of greater than expected costs. In the meantime, NZTA resources are also absorbed with development of the SuperGold free concessionary travel scheme.

Locally, Snapper deployment continues and a number of early teething troubles are being progressively resolved. It is not yet clear in what direction or on what basis Greater Wellington's engagement with Snapper should progress, and we are waiting for some clarity of the national and ARTA issues.

- **Melling Line Timetable Adjustment**

Adjustments to the inter-peak Melling train timetable, suggested by Paula Warren during public participation at February's Committee meeting, and confirmed to the Committee in June, were implemented on 1 September.

- **Kapiti Stations Upgrade**

Station concept designs are largely complete. Waikanae station options are being further reviewed at the request of NZTA Highway Division, and Kapiti Coast District Council.

4. Responses to public participation

- At the last meeting of the Committee, Claire Pascoe talked about the carriage of bicycles on trains. Tranz Metro have been asked to report on

the first two months of the trial of free carriage of bicycles. Tranz Metro have also agreed to the release of their safety assessment and a copy is attached to this report. It was the safety assessment that determined the maximum number of bicycles should be limited to two per two car unit.

- Brent Efford advocated the construction of a train stop at MacKay's Crossing. This matter has been raised with the Council on several occasions in the past. Construction of a platform at MacKays Crossing and installation of the necessary signals is not on the current rail upgrade programme for the western corridor. It should be considered in the context of the Regional Rail Plan that is currently being finalised. Access to the Park by public transport is currently available from the Paekakariki railway station which is 1.5 km from the southern park entrance or by taking the No. 74 bus from Paraparaumu railway station to Raumati South.
- Rosamund Averton requested the reinstatement of plantings along the Petone-Kaiwharawhara walkway. Ways of improving the walkway/cycleway are under investigation. However, it is unlikely that planting will be supported due to the lack of space and the conflict with a safe cycle route.

5. Financial report

No financial report has been prepared for this meeting. Regular financial reporting for the year will commence at the next meeting.

6. Communication

No communication is required.

7. Recommendations

That the Committee:

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

Report prepared by:

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Attachment 1: Tranz Metro Bicycles on Trains safety assessment document