



Report 08.880  
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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. Background

#### 3.1 Rail commuter car parking

Greater Wellington currently leases land from LINZ at Featherston rail station. Officers are investigating designs and costs for developing this land for a potential additional 20 car parking spaces.

Greater Wellington officers are working with officers from Hutt City Council to improve the number of on-street parking spaces along the Hutt Rail corridor. A possible 205 extra parking spaces are being investigated at five rail station sites and current estimates of costs are around \$10,000. Many of these potential car parking areas are already being used as informal commuter car parking. This scheme will formalise the parking and use the areas more effectively to maximise parking.

Officers are hopeful that approval can be gained to change road layouts before the Christmas holidays and to introduce the changes in the New Year.

Potential areas for formalised on-street parking	Number of potential spaces
Woburn	54 – 64
Ava	15 – 30
Taita	21 – 33
Wingate	27 – 50
Manor Park	29

### **3.2 MacKay’s to Waikanae double tracking (and electrification to Waikanae)**

ONTRACK have been preparing and evaluating tenders for a variety of construction activities:

- an earthworks contractor has been selected to perform the preload construction activities,
- RFT documentation will be released in November for permanent earthworks, drainage and traction pole installation, and
- an EOI for overhead line services has been issued to the market.

### **3.3 Johnsonville tunnels upgrades**

The work is progressing well in and around the tunnels. A variety of unique work packages are required within this project with some construction works taking a little longer than anticipated. Overall the small delays are not affecting the critical path.

### **3.4 Kaiwharawhara Throat (Wellington Station Entry)**

Detailed modelling of existing and proposed track layouts are being performed to re-confirm the reduction of delays into Wellington Station. Meanwhile procurement processes are underway for civil works, overhead lines services and computer based interlocking (CBI) equipment.

### **3.5 Wairarapa rail service reliability & capacity**

Adjustment of the timetable that commenced 1 September 2008 has shown a marked improvement in timekeeping and reliability statistics for this service. Changes were minor, generally reflected by five minutes earlier departure and

arrival times at Masterton. Scheduled departure and arrival times at Wellington Station remain unchanged and are now more achievable.

Last month 92.5% of services were reported to have arrived and departed Wellington Station within five minutes of the scheduled time. This compares to performance of around 60-70% earlier this year.

Capacity on the 4.33pm departure from Wellington has been increased through use of the 'spare' carriage on a regular basis. The function of the spare carriage is primarily the rotation of maintenance and repairs, hence there are occasions when the 'maintenance spare' is not available. Although most repairs and maintenance is performed outside of peak hours, from time to time this will not be possible.

### **3.6 SE Train**

All six SE carriages were delivered to Wellington in October. The carriages are now undergoing testing and commissioning, coupled to the EO locomotives, with the first test run completed on 31 October. Further mainline tests and crew training will be conducted in November.

The photos show the SE Train under test in Wellington on 31 October.



The SE Train will commence regular peak services in January 2009, and may perform unscheduled trial services in December.

### **3.7 DM216 "Phoenix" English Electric**

The Phoenix EMU is in the final testing & commissioning stage. It has successfully completed two test runs along the Melling Branch Line. It has also completed test runs with the recently re-introduced Ferrymead unit with which it is expected to operate as a 4-car unit. The Phoenix will be ready for service in early November.

### **3.8 Real Time Information**

Work is progressing on the development of the Request for Tender, which is due to be released in December. A funding application to NZTA has been prepared and is to go to its November meeting. Funding for a real time information system has been included within Greater Wellington's current LTCCP and will be included as part of the new LTCCP. Approval to proceed to tender will be sought from Council.

## **4. Responses to public participation**

A number of people addressed the last meeting of the Committee in the Public Participation section of the meeting.

- Michael Gee reported perceived problems with the design of the new trolley buses.

#### **Seats:**

The current seat dimension with regard to the seat squab (cushion) meets the minimum seat dimensions as stipulated within the NZTA vehicle requirements (PSV Rule) Passenger Service Requirements. Current minimum seat cushion dimension is 410mm.

The seats are of acceptable quality especially due to the nature of the service they are used for. With regard to comfort, they are of an acceptable standard mainly due to the short travel time passengers are seated. They are also easier and cheaper to maintain with regard to vandalism.

We are not aware of any seat that has been modified that would prevent passengers sitting on the seat with both legs touching the cushion.

#### **Standing Space:**

An NZ Bus survey did produce evidence that passengers preferred the 2 + 1 (2 rows of seats down one side and one down the other) seating layout and that has been the adopted option for the new 3 axle buses.

On the two original 3 axle prototype vehicles, it was noted that there was insufficient hand grips hanging from the overhead hand rails. This issue has been rectified and currently all new vehicles in the 2 + 1 seating configuration have at least 14 hanging hand grips. Additional hand grips have been installed to the two 3 axle prototypes. These hand grips are 1.6m from floor level.

All of the seats have hand grips on top of seat backs and some seats have hand rail stanchions.

The larger spacing created by the reduction of seats has also made accessibility into the wheelchair/multi purpose space locations easier for the users.

## **Exits**

The issues relating to the very narrow exit, is the rear door on one of the first 2 axle trolley bus prototypes that ultimately was not put into production. The rear door is very narrow due to the shape and curve of the doors due to the body shape. This rear door has an opening of 560mm which is above the minimum door width requirement within the PSV Rule. The design of the body work and doors does hinder the exit as the doors open into the interior of the vehicle and due to the curve at the top and bottom of the door, this does reduce free space to move through. The two other prototypes of a similar design have double rear doors and subsequently no issue with door width.

The 3 axle buses do not have this issue either; front door opening width is approx: 1140mm and rear is approx: 970mm which are both more generous than the minimum standards require. The 2 + 1 seating layout as described above also assists with access to the rear door.

- Paula Warren discussed the regional rail plan, rolling stock, McKay's station costings, Park and Ride, the Ngauranga to Airport plan and the Ferrymead train. The Regional Rail Plan is on the agenda for this meeting and addresses rolling stock requirements into the future. As stated at the Committee meeting, the costings provided for a McKay's Crossing platform are believed to be reasonable estimates of the costs that would be involved. In terms of Park and Ride, the paper that went to the Committee had as a clear guideline the need to ensure that alternatives were considered. It suggested that an assessment should be undertaken of any commuter parking proposal to ensure consideration of alternatives, including alternative access modes to the passenger transport network (e.g. walking, connecting bus services) and any demand management alternative. There have been surveys of Paraparaumu park and ride users to determine what may shift them to alternative modes, and the finding of these surveys were the basis for developing the Kapiti Plus ticket trial. During the introduction of the Ferrymead and Phoenix English Electrics the units have been used to increase capacity as required on various services across the network. From 17 November they will commence service together as a 4-car unit on the Melling line.
- Paul Whitham commented on future fare increases and the 50 cent rounding policy. This matter will be considered when designing any future fare increase.
- Bruce Livingstone discussed the possible railway station at Raumati. The Committee is in receipt of further correspondence on this matter which will be discussed at the meeting.

## **5. Venue for Committee meeting**

In line with Council policy, this meeting of the Committee is being held in Masterton. The Committee Chair and Divisional Manager discussed the

location and timing of the meeting in relation to available public transport services. While it was not practicable to change the timing of this particular meeting to align with train services, we will ask the Council Secretary to schedule a meeting for the next calendar year in Porirua or Kapiti so that Committee members and officers can travel to the meeting by train.

## **6. Communication**

No communications are required.

## **7. Recommendations**

*That the Committee:*

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

Report prepared by:

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