



Report 10.398
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Committee Transport & Access Committee
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Cycles on trains

1. Purpose

To seek the Committee's approval of proposed changes to the policy on the carriage of cycles on trains for the purposes of public consultation.

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

The integration of cycling and public transport is embedded in the Greater Wellington's policy. The Regional Cycling Plan, an implementation plan of the Regional Land Transport Strategy, seeks to improve cycling and public transport integration. A specific action is to continue to investigate opportunities to improve the integration of cycling with public transport, including the carriage of bikes on trains – adequate storage, appropriate charges and certainty.

Until mid-2008, commuters paid to take their cycles on trains. There was no limit as to how many cycles were taken on each train. On-train staff were allowed to use their discretion and, providing there was space in the luggage compartment, to carry a number of cycles on a first come first served basis.

In 2008 the Transport & Access Committee agreed to a trial of removing the charge for cycles to be carried on trains, and to limit the number of cycles to two on each two car set. The limit was set following a request from cyclists for certainty about the number of cycles that could be carried, and consideration of health and safety matters by TranzMetro. It was agreed then that the policy be reviewed by June 2009.

In 2009 the Committee approved the review of the policy and agreed to continue the free carriage of cycles on trains on the current terms and condition set by Tranz Metro, but to develop new operational policy prior to the new

Matangi trains coming into service, aimed at maximising accessibility for the carriage of cycles in the off-peak periods.

KiwiRail has requested a consistent policy for the carriage of cycles on trains for both the Ganz Mavag fleet and the new Matangi trains. Dog boxes are not a feature of modern commuter trains, and so any cycles carried on the Matangi units will be placed within the passenger saloon of the low floor car, in an area that has five flip down seats.

4. Considerations for the new policy

A working group from Greater Wellington met with Tranz Metro staff to develop a proposed policy for the carriage of cycles on trains following the introduction of the new Matangi trains from late 2010. Aside from two points listed below, agreement in principle has been reached regarding the following:

- The new policy will be implemented after consultation with rail users, including cyclists and non-cyclists
- A date for implementation has yet to be determined
- As there is no prior knowledge of which train will be running on which line, the policy will be consistent for the Matangi and the Ganz Mavag fleets
- The number of cycles to be carried will be limited to three per two car set for both Matangi and GanzMavag fleets. TranzMetro have yet to agree to the three bike limit for the GanzMavag fleet, but in any case the carriage of three bikes will be subject to sufficient space being available in the dog box
- The policy for the GanzMavag fleet will be reviewed again once the refurbishment programme has been completed. The existing policy of as many cycles as can fit in the luggage trailer will apply on the Wairarapa trains
- There will be no charge for the carriage of cycles
- Compact, fully folding cycles (wheels under 355mm in diameter) will be carried at all times, providing they are folded prior to boarding the train
- Full size cycles will be excluded from inbound trains between the hours of 7-9am and outbound trains from 4-6pm. These times will be actual arrival time of trains at any station, not scheduled times, but it is expected that train managers will use their discretion if the train is running late
- Cycles will be allowed on all outbound trains in the morning and all inbound trains in the evening

- Cycles will be stored in the dog box of the Ganz Mavags and only in the designated area for cycles on the Matangi. They will not use the area reserved for wheelchair users
- Cycles will be loaded by the passengers and not the train crew
- Cycles will not be allowed on buses that are replacing trains or on special event trains e.g.. trains to and from events at the Westpac Stadium.
- The rules of carriage will be clearly displayed to ensure passengers are aware of the rules and guidelines. Rules will be applied by the train manager to ensure health and safety requirements are met. Guidelines are to be set for cyclists and should be observed – these should be self managing
- Additional storage for cycles at stations is also being considered but is dependent on budget being available – Greater Wellington is looking at the cyclist's journey as a whole

While they are not covered in the current policy, some thinking about additional modes e.g.. tandems, scooters, unicycles, bike trailers etc being covered by the policy has begun and will be included at a later stage, as required. A separate policy for wheelchairs and baby buggies will be in place in 2011.

In developing the proposed policy we have reviewed the policies adopted by train operators overseas. The proposed policy is largely consistent with the policies we have reviewed.

5. Next steps

Subject to approval by the Committee, the policy will be consulted on and the feedback and any recommended changes brought back to a subsequent Committee meeting for consideration.

Consultation will be undertaken with the following groups:

- Kapiti Cycling Group
- Hutt Cycle Action Group
- Cycle Awareness Group
- Living Streets
- Rail users (including non-cyclists)
- PT Voice
- KiwiRail Health and Safety Action Committee

6. **Communication**

Communication with the public will include Greater Wellington's Metlink website, Twitter, Tranz Metro txt service, media releases and radio adverts.

7. **Recommendations**

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Approves the proposed policy for the carriage of cycles on trains for the purposes of public consultation.***

Report prepared by:

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