



greater WELLINGTON  
THE REGIONAL COUNCIL

## MINUTES

SUBJECT **Wellington QPA Meeting**  
WHEN Wednesday 2 June 2004  
WHERE Wellington City Council Committee Room  
FILE NUMBER T/10/01/039

---

### 1. **Present**

Cr Terry McDavitt	GWRC
Cr Chris Turver	
Anthony Cross	
Carolyn Lefebvre	
Cr Andy Foster	WCC
Cr Ian Hutchings	
Paul Desborough	
Cliff Naude	
Stephen Harte	
Steve Spence	
Ross Martin	Stagecoach Wellington
Ian Turner	
Nigel Piper	
Eddie McCaffrey	
Kerry Waddell	Mana Coach Services

### 2. **Apologies**

Dave Watson	GWRC
-------------	------

### 3. **Integrated ticketing**

No update on existing talks. Early stages have been to introduce a standardised fare structure.

#### **Agreed action:**

GWRC to arrange working group with operators.

#### 4. **Bus priority schemes**

Three new bus lane extensions - Adelaide Road, Chaytor Street and Kaiwharawhara Road, new pm bus lane around the Glenmore Street hairpin bend. WCC will be seeking enforcement powers based on the Auckland model. Stephen Harte's work on these projects was noted.

Other proposals in the pipeline - evening peak B phase traffic light in conjunction with three-laning of Kent Terrace approach to Basin Reserve - B phase will enable buses to exit bus stop and cross tunnel-bound lanes to join Adelaide Road-bound lanes.

Next priority will be Hutt Road.

##### **Agreed action:**

Stephen Harte accepted an invitation to be available for questions at the next meeting of GWRC PT Committee on bus lane progress.

#### 5. **City Circular**

This will now be incorporated into the Public Transport Vision.

#### 6. **Human Rights Commission inquiry into accessible public land transport**

Terry McDavitt voiced concern about efficiency/desirability of taking out bus seats for front-door access for wheelchair users.

Ross Martin advised that 74% of Wellington diesel fleet already SLF, although not all are wheelchair accessible. Once trolleys are replaced, figures should be over 90%.

Nigel Piper - driver consistency remains biggest issue - when to offer help and when not to, lack of practice, etc (Stagecoach averages 1.3 wheelchair journeys per day).

HRC focus group research has highlighted issue of infrastructure leading to bus stops - footpaths, etc. Cliff Naude to follow up through WCC.

Submissions currently being prepared and must be lodged by 31 August 2004.

#### 7. **General Business**

##### 7.1 **Rail**

GWRC approved the draft contract. Transfund approval is expected imminently and then negotiation with Toll can commence.

##### 7.2 **Route analysis**

This was raised previously and involved picking a route to be assessed at micro level to find small-scale projects along the route which might assist buses to operate the route faster and more reliably. Pilot project yet to be kicked off.

### 7.3 Lambton interchange

#### a) Use of Featherston Street/Brandon Street

Operators now able to use this area for morning and afternoon peaks, however it is allocated for public parking between 9 am and 4 pm, weekdays. Operators requested that more bus parking still needs to be found.

#### b) Lambton interchange incident

GWRC bus inspectors were called to the interchange after a woman caught her shoe heel in an empty pole bracket and fell over. Stephen Harte advised a new prototype timetable display unit will be available within the next month or so. It has taken a lot longer than anticipated.

#### **Agreed action:**

(From previous minutes) WCC/Stagecoach/Mana to look at escape routes through the city centre.

### 7.4 Wellington East Girls' College

This issue has now resolved, went through WCC Committee 16 April.

### 7.5 WCC transport strategy

This is going through Wellington City Council week beginning 7 June. GWRC and bus operators participated as stakeholders.

Cr McDavitt congratulated WCC on getting through the strategy process.

### 7.6 Johnsonville hub

A range of issues needs to be looked at - change of mall ownership may mean new threats and opportunities.

Issues are integration of buses and trains with each other and with mall, conflict between buses and parking cars, both shoppers' and commuters'. Some work was done a couple of years ago, Kerry thought Tse Group involved at one stage. No progress recently. GWRC aware that issue needs to be addressed but capacity not available currently.

#### **Agreed action:**

GWRC to investigate if historic investigative work progressed.

### 7.7 Wellington City Passenger Transport Plan 2004-2009

This was viewed as a quantum leap for things to happen more quickly. The emphasis is on things already planned, but accelerating delivery. The time is right due to the proposed government transport package. The document should be viewed as a work in progress as more detail required. Once finalised, a public launch supported by the Mayor and the Chair of GWRC was suggested.

**Agreed action:**

A working group of 4 stakeholders to be convened to expand on current document (also add secondary routes, expand evening and weekend service). Needs to be available for WCC Infrastructure and GWRC PT Committees in July, and for public launch - may need special Committee meetings in first week in July - therefore working group needs to report back third week in June.

**7.8 Telemarketing**

Stagecoach project focusing on Lyall Bay is now underway.

**8. Next Meeting**

The next meeting will be held at 2 pm, Friday 25 June, WCC Committee Room, to consider fleshed out package prior to Committee meetings.

# **Wellington City Passenger Transport Plan 2004-2009**

**Vision for Passenger Transport across the City of Wellington  
developed by the Wellington City Quality Partnership Group of**

**Wellington City Council**

**Greater Wellington Regional Council**

**Stagecoach Wellington**

**Mana Coach Services/Newlands Coach Services**

## **1. Vision**

To continually improve mobility by passenger transport for trips across Wellington City that contributes to the vitality of the City and assists with congestion relief, and supports the environment and the social values of the City.

## **2. Context**

The City Council has just adopted a new transport strategy for the City which has a passenger transport emphasis. The strategy is consistent with the New Zealand Transport Strategy objectives and that adopted Regional Land Transport Strategy. This passenger transport plan sets out key improvement priorities for the next ten years.

## **3. Key objectives of the plan**

The key objectives of the passenger transport plan are to

- Provide frequent, reliable and quality bus and rail services that meet the needs of those travelling in Wellington City
- Contribute to the creation of a vibrant new city environment that is free of congestion and has a quality environment

## **4. Policies and proposals to deliver the objectives**

### **Service Access**

#### **4.1 Policies**

- Ensure all parts of the City have adequate passenger transport services
- Ensure all bus and trains are accessible

#### **4.2 Proposals**

- Provide new bus services to emerging residential and commercial areas e.g.
  - the Northern growth area
  - the gateway area
  - Tawa suburbs
- Increase service frequency to/from key residential areas eg
  - Karori, Island Bay, Johnsonville (Northern suburbs), Eastern suburbs

- Provide more direct connections to key destinations eg
  - Hospital, Airport, University campuses
- Replace existing trolley buses with accessible buses
- Convert all super low floor buses to be wheelchair accessible

## **5. Reliability**

### **5.1 Policy**

- Ensure bus services operate in accordance with the published timetable

### **5.2 Proposals**

- In the downtown area apply additional pricing controls to limit car travel
- Increase the coverage of bus priority signals and bus only lanes

## **6. Environment improvement**

### **6.1 Policy**

- Reduce vehicle emissions and hence improve downtown air quality
- Remove all but essential vehicle traffic from downtown areas

### **6.2 Proposal**

- Retain trolley buses and the Johnsonville line
- Source electricity for trolley buses and urban rail from renewal sources eg windmills
- Update bus fleet to euro 3 engines to limit emissions
- Provide more and cheaper services at weekends to reduce congestion
- Locate major park and ride areas to peripheral sites to encourage car/bus/rail transfer eg car parks at Johnsonville, Kilbirnie, Karori tunnel, Newtown
- Provide local park and ride areas close to existing bus stops

## 7. Information/ticketing

### 7.1 Policy

- Provide user friendly information on bus and train services
- Simplify the ticketing system and introduce integrated ticketing

### 7.2 Proposals

- Introduce real time information throughout the city with key locations having on street information panels and information at suburban localities being available via cell phone text messaging
- Introduce integrated ticketing across all services and ultimately introduce the electronic purse that is valid on all passenger services
- Have a network identifier that connects services, infrastructure and information to provide a platform for direct marketing of services

## 8. Implementation programme

Years	Action	Estimated cost
1 to 2	Replace existing trolley bus fleet with low floor trolley buses	\$20m
	Purchase 30 new buses to provide greater coverage and frequency	\$10m
	Extend bus services to the Gateway, Tawa suburbs	\$1m
	Introduce network identifier and increase marketing of services	
	Identify and design additional bus priority measurers	
	Identify sites for park and ride centres both large and small	
	Agree ticketing technology	
3 to 5	Construct new bus priority lanes and facilities	\$3m
	Construct park and ride centres in agreed locations	\$6m
	Introduce real time information	\$2m



Years	Action	Estimated cost
	Introduce integrated ticketing	\$1m
	Construct Petone to Ngauranga HOT line	\$15m
	Provide additional park and ridge centre at Petone	\$2m

## 9. Funding options

All the projects mentioned in this vision are fundable from current services but not in the timeframes proposed.

Current services rely on councils to raise funding through rating and to obtain funding support on a shared basis from Transfund New Zealand. The recent change to the patronage funding scheme means that the additional funding required from Transfund could only be as the result of patronage growth from providing the additional services, that is the councils have to take the risk of funding which places even more stress on rating as a funding service. Current services are therefore unlikely to be sufficient.

Reusing funding from local road users through charging, tolls or road pricing, may be possible at some future date but is unlikely to be available in the short term.

Capital items, new buses etc, can be funded through loans but this has the effect of reducing the councils' ability to fund other expenditure until the loan is being repaid.

Another source of funding is required that does not result in a higher than expected rate overtime. The only source in the short term would be an additional payment from Transfund at the request of government. The recently announced government/council transport funding review may provide this opportunity.

This vision needs to be elevated into that review process.

