Projects carried out by Greater Wellington

Wellington Rail Ticketing Equipment (Booz Allen Hamilton, April 2007)

Content:
The report describes 4 options for automated ticketing for the rail system.
Evaluation of the options in terms of: staff impacts, sales channel accessibility,
fare evasion risk, definition of paid area, scalability, fare flexibility, installation
complexity, maintenance and operational requirements, risk of damage, cost.

Main results:
As a stand-alone evaluation, BAH recommends option 4 (All automated, at
station), but this recommendation is critically dependent upon a couple of
assumptions. They also point out that "the optimal ticketing system for the rail
system could well be an amalgam of elements of these options."

Wellington Station: Electronic Gates Concept Plan (Booz Allen
Hamilton, February 2006); *and*

Review of Electronic Gate Layout Options (Booz Allen Hamilton,
September 2006)

Content:
In total 7 options (pre-design concepts!) for the location of the gates are
described in the 2 presentations.

Main results:
- ca. 20-25 aisles needed to meet AM peak period demand (more detailed work
required)
-- each of the options have pro's and con's
- key issues are passenger safety, space for queuing, need to supervise the EG,
requirements of Integrated Ticketing
- strong preference of the workshop in September: install EG's on platform
concourse area

Wellington Railway Station Pedestrian Counts (May 2006)

Content:
Series of pedestrian count surveys at Wellington Railway Station, done on
Tuesday 2 May 2006, Wednesday 3 May 2006 and Thursday 4 May 2006 from
6:30 to 9:30 am.

Integrated Ticketing – legislative framework – enforcement (Phillips Fox, December 2005

Content:
brief summary of relevant legislation and its applicability for supporting the desired framework for Integrated Ticketing in the Wellington region, particularly with regard to enforcement and penalties for fare evasion

Integrated Ticketing Review (Phillips Fox, October 2005)

Content:
Review of the WITL Stakeholders Agreement between NZ Bus, Mana, Cityline and Newlands

Main results:
Overall impression of the Agreement: "May work for a very limited form of Integrated Ticketing between friendly parties, but the are inadequate for a long term sophisticated ITS, an cannot be relied upon by GW to achieve its long term IT and related public transport goals."

Rough (indicative only) cost guide for generic rail gates (ERG Group, 2005)

Content:
Indicative and confidential costs for ticket office terminals, gates, area controllers, central processing computer, central clearing house.