

Report 12.484
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Committee Economic Wellbeing Committee
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General Managers' report to the Economic Wellbeing Committee on 25 October 2012

1. Purpose

To inform the Committee of Greater Wellington's activities relating to the Committee's areas of responsibility.

2. The decision-making process and significance

No decision is being sought in this report.

3. Public Transport

3.1 Rail Operations

3.1.1 Service performance

Rail service performance continued the good start to FY13 and achieved high levels in September. Punctuality¹ was 97%, exceeding the 95% target and reflected performance on all electrified lines. Reliability² was 96.6%. There was one major disruption during the month, being a slip on the Johnsonville line which saw bus services being used to replace the trains for approximately six hours while the slip was cleared.

3.1.2 Rail infrastructure

Naenae Station All outstanding work on Naenae is now complete and the station is fully operational. Further work is to be undertaken to install additional weather screens to improve the level of protection in inclement weather.

Tawa Station The station is to be demolished with the future building being re-sited further north on the platform. A draft project programme has

¹ At Wellington Station within five minutes of timetable

² Timetabled services run

been developed which also incorporates essential bridge works into the 2012 Christmas block-of-line. Works will continue for a period of three months after the block of line works. Unfortunately, during this time the station will need to remain closed. Greater Wellington is considering the level of service for any alternative arrangements for commuters and will communicate widely before the station closes. Officers are currently working closely with the Tawa Community Board, Wellington City Council and the Tawa Heritage Society on some aesthetic design elements.

Park and Ride Officers have now developed the car park maintenance and surface renewals programme for the FY 2012 / 13. The annual audit and maintenance report completed previously was used to prioritise the repairs and resurfacing.

Station Cleaning and Minor Maintenance Officers continue to make improvements to the standards required for station cleanliness and maintenance. Audits with the Contractor ensure that all items are addressed as per the contract specifications. The standards introduced through the new contracts are working well and ensure that the stations are safe, clean and maintained to the appropriate level.

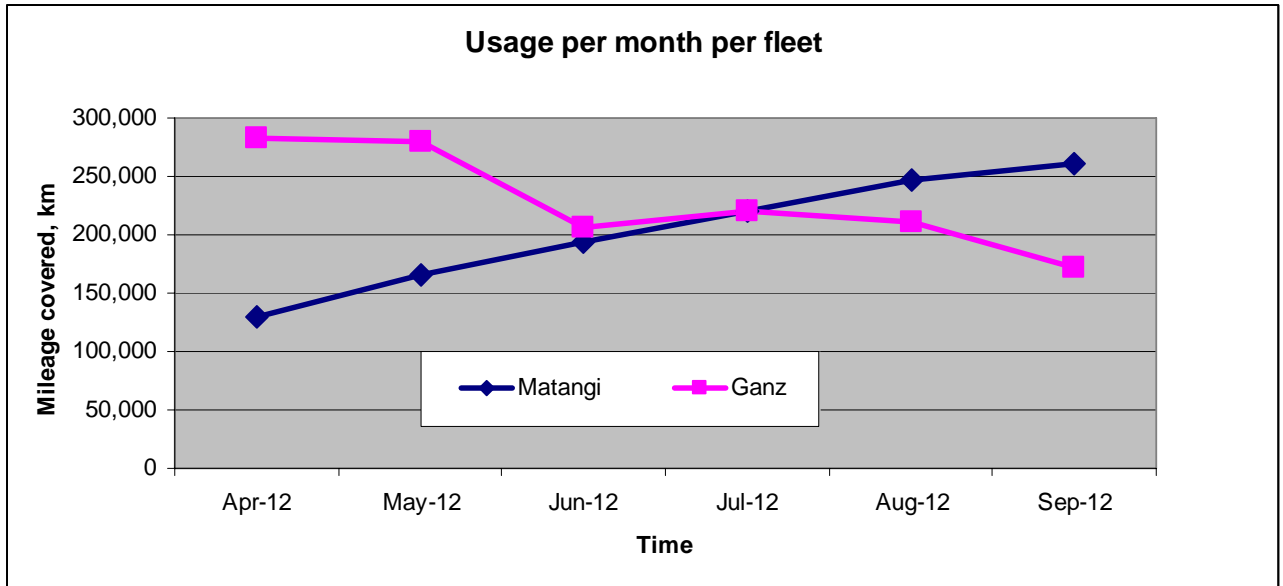
Wellington Urban Network Security Works and Services There have been several reports of vehicle thefts from commuter car parks. In response, Greater Wellington has introduced additional guard patrols and additional CCTV monitoring. Discussions are well advanced regarding the introduction of a wireless network to improve connectivity of our CCTV systems to the monitoring centre at Wellington City Council. Work also continues on introducing new CCTV systems in stabling yards and commuter car parks.

3.1.3 Rolling Stock

(a) Matangi

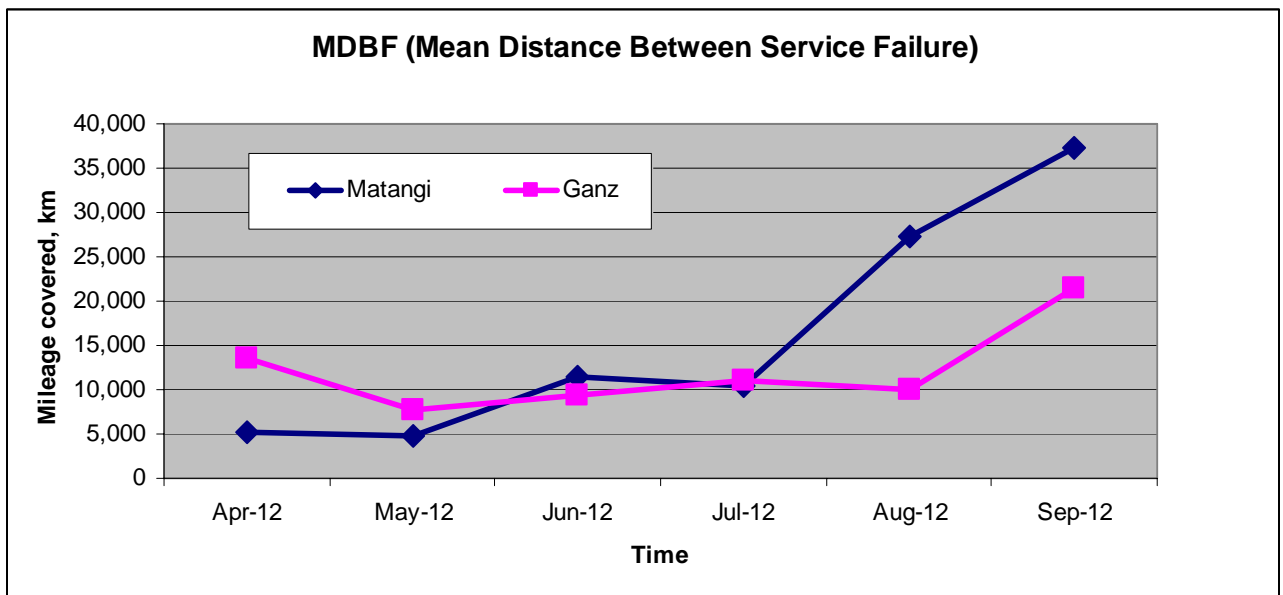
As of 30 September 2012, 44 out of 48 Matangi units have been commissioned. It is expected that all 48 units will be commissioned by mid November 2012. The utilisation (kilometres travelled per month) of the Matangi fleet continues to improve as illustrated in Figure One below.

Figure One



The reliability of the Matangi fleet also continues to improve Figure Two shows the improving reliability (Mean Distance Between Failure) of the Matangi fleet.

Figure Two



(b) Wheel squeal noise on the Johnsonville line

Two potential long term mitigation measures to reduce wheel squeal noise have been identified and a trial programme has been developed. The first mitigation is to apply damping material onto the web surface of the wheels to absorb vibration thus reducing the noise level. The second is to apply friction modifier material to the wheel tread / rail top contact area of the rails on curved tracks to reduce the excitation of vibration which then radiates as squeal through the wheels. The trials will take place in November 2012 and

the relative success or otherwise will determine the number of interventions required and the ultimate timeframe for solving the problem.

(c) Carriage Fleet

In order to increase capacity on the Wairarapa line it is planned to introduce different size consists to meet peak demand in November 2012 and then introduce additional carriages in July 2013.

Additional carriages will be provided by reconfiguring the SE carriages then running them as a separate train. The reconfiguration work includes the installation of toilets. Funding approval has been sought from NZTA.

3.2 Bus and Ferry Operations

3.2.1 Bus services

(a) Real Time Information based timetable improvements

With the introduction of real time information we can now improve the accuracy of bus timetables through the use of a large amount of actual journey time data. The process for amending Valley Flyer and Go Wellington services has been agreed with NZ Bus, and the rollout of the first real time information based timetable commenced on 2 September 2012 (route 10 Newtown Park – Wellington Station). Initial post-implementation analysis shows improvement in adherence to the timetable, particularly in the accuracy of arrival times at Wellington Hospital and Massey University.

Analysis of the route 13/22/23 timetables has now been completed and work will soon commence on how improved reliability can be built into these timetables. It is hoped that new timetables for these routes will be introduced early next year.

(b) Wairarapa services

Changes to the Wairarapa bus services commenced 30 September 2012. The service changes seem to have gone in smoothly, and the new East Masterton (route 206) seems to have been positively received. Over the next few months we will be assessing how well these services are performing against their success criteria.

(c) Route 114 via Riverstone Terraces

The variation to the route 114, which provides one morning and one afternoon trip to Riverstone Terraces, took effect from 15 October 2012.

3.2.2 Service Reviews

(a) Wellington

The next round of resident group meetings will be held in early November. A finalised network will be presented to the Committee at its 29 November meeting. Further work will then continue on developing detailed route timetables for implementation.

Opus Consulting Limited have been engaged to assist in the detail design of the infrastructure for key connection points, and they have been working closely with Wellington City Council planners to ensure there is an integrated planning approach.

(b) Porirua and Kapiti Post Implementation Reviews

Officers are in the final stages of the Porirua post implementation review and are costing timetable changes to the current services prior to discussing these with the operator. Currently data are being collated for the Kapiti post implementation review.

(c) Christmas Planning

Timetable details for reduced Christmas and New Year services have been finalised and agreed with operators.

3.2.3 Bus stops and shelter

(a) Asset management

Work on developing a prioritisation framework for bus stop infrastructure has begun. Aecom have been engaged to assist in this work. The tool will assist with long term asset and budget planning, and will provide a transparent and consistent approach to bus stop development.

(b) Maintenance

A consultant has been engaged to assist in the development of a new maintenance contract and accompanying tender documents. The new maintenance contract will bring together what is currently managed under three contracts into one contract; these being bus stop signage and pole cleaning and maintenance; Real Time Information unit cleaning; and bus shelter cleaning and maintenance. The new contract will cover the areas of Kapiti, Porirua, Upper Hutt, Lower Hutt, Wairarapa, and hopefully some of the activities in Wellington City. The tender will be released and the contract awarded before Christmas with the aim of the new contract commencing in February 2013.

(c) Bus Shelters

The number and locations of renewals and developments of bus shelters is being worked through at present. The focus this year is on shelter renewals as the condition of many of the older shelters are declining rapidly. This also gives us time to develop the prioritisation tool to help us with investment decisions.

(d) Real Time Information (RTI)

168 of the 190 bus stop RTI units have been installed across the region. Of the remaining units 15 are allocated for the CBD, and the other seven are work in progress and should be installed by the end of December 2012. Discussions with Wellington City Council have commenced on the redesign of the CBD signs.

3.2.4 Total Mobility Scheme

(a) Review of Total Mobility (TM) rules and business processes

Officers attended a workshop early in October with the New Zealand Transport Agency (NZTA) and other regional councils to work through TM policy and business rule items that require a nationally consistent approach. This includes items such as:

- A detailed user guide for local authorities
- Guidance in the forming of contracts with transport providers
- What type of transport providers should be eligible to take part in the TM scheme
- Approaches to determining maximum fare subsidies
- Cost shifting between government agencies and local authorities where the cost of travel is assisted
- The types of travel that the TM scheme is designed to assist
- TM scheme fraud

(b) Wheelchair Hoist Vans

In October two new wheelchair hoists equipped vans entered service in Porirua.

These vans are replacing two old existing vans which will be leaving the fleet later this calendar year.



4.

4.1 Wairarapa Water Use Project

In the last committee report it was indicated that a number of possible water storage sites had been reduced from 240 to 30. Arrangements are now being made to inspect some of these sites at the end of October. This will help in

refining the list and lead to a schedule of preferred sites that will be developed in the first quarter of 2013 calendar year.

5. Recommendations

That the Committee:

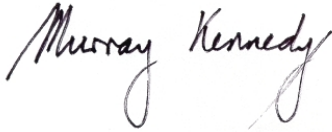
1. *Receives the report.*
2. *Notes the content of the report.*

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