



Report 10.320
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Committee Transport & Access Committee
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Service Review update - June 2010

1. Purpose

To update the Committee on the status of current service reviews.

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. Porirua bus service review

This review remains on hold pending confirmation of changes to rail timetables and the Passenger Transport Management Act.

4. Wellington City public transport review

Strategic planning is continuing with the development of alternative service change options for the study area network. These expand on the through-routing and suburban hub scenarios explained to the Committee in the April.

A range of options will be tested with the public through a comprehensive focus group programme that will run throughout the second half of this month. This qualitative research will assess public preferences and priorities, to enable the options to be refined. It will consist of fifteen focus groups, twelve at the local level for regular users, and another three for low users covering larger geographical areas.

The outputs of the focus group programme will be used to identify a 'possible' public transport network for the study area. This network will then be developed in sufficient detail to allow it to be modelled using the new Wellington Public Transport Model. The model will provide the quantitative outputs required to assess the network's costs and benefits. This process is expected to take 1-2 months.

The 'possible' network will then be further refined to create a 'preferred' network that maximises benefits to the public and while minimising cost. Detailed timetables will be developed at this stage. This process is expected to take 2-3 months.

Infrastructure requirements will be identified in parallel with the development of the preferred network. These are expected to primarily relate to the construction of hubs or interchanges, where those are required to enable passengers to connect between feeder and trunk services. Quality and weather protection are expected to be important attributes of any interchange facility.

Actual implementation will be dependent on the construction of any required interchange infrastructure, and supporting trolley bus and bus priority infrastructure. Contractual changes resulting from changes to the Public Transport Management Act may also influence the timeline. Regardless of the above constraints, it is likely that implementation will have to be carefully staged over a long period to ensure that risks are minimised. It is likely a pilot suburban hub will be trialled. The earliest such a trial could commence is early in 2011.

The following principles underpin the planning process:

- The travel experience should be improved for most users
- The number of passengers required to connect between services should be minimised
- Where a connection is required, it should give some benefit to users (such as access to a more frequent service or access to more destinations at the connection point)
- Where a connection is required, it should be seamless, reliable and supported by appropriate passenger facilities
- The network should only be changed if the overall benefit is positive.

5. Manners Mall

Road works to implement the planned opening of Manners Mall to buses are now underway. Wellington City Council provided project timelines at the first project update meeting on 20 May.

The construction programme is as follows:

- Taranaki/Manners intersection: has commenced
- Willis Street between Mercer and Manners Street: has commenced
- Manners Mall: 22 June (possibly earlier) to 27 December
- Manners Street west: 19 July to 20 August

- Manners/Victoria intersection: 23 August to 29 October
- Manners/Willis corner: 1-12 November
- Dixon Street: 1-30 November
- Lower Cuba shared space and Wakefield Street: after Christmas
- Switchover of bus routes from existing routes to Manners Mall: proposed to occur around 1 December.

NZ Bus will be requesting a temporary bus stop on Wakefield Street at WCC to replace the Cuba Street - James Smiths bus stop throughout the works with the intention of running all southbound buses via Wakefield and Taranaki Street to Courtenay Place. This would avoid the need for southbound buses to run off-wire while the overhead is being modified. Off wire operation would be limited to northbound trolley buses and trolley buses proceeding along Taranaki Street (as opposed to turning into Courtenay Place).

NZ Bus has indicated that equipment is being sourced from Switzerland to facilitate the rapid re-wiring of off-wire trolley buses during this time.

6. Rail timetable review

This project remains a priority, however little progress has been made since the previous report to the Committee, due to delays in confirming some aspects with KiwiRail.

7. Operational reviews

7.1 Route 3

An extensive review of Route 3 (Karori to Lyall Bay) actual running times compared to timetable times has been completed. Changes to services that address inconsistencies are expected to commence shortly.

8. Communication

Route 3 changes will be advertised and the timetable changed.

9. Recommendations

That the Committee:

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

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