



Report 08.512
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Committee Transport & Access Committee
Author Wayne Hastie, Divisional Manager, Public Transport

Divisional Manager's Report

1. Purpose

To provide a brief update on public transport activities.

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. Highlights

- Free cycle carriage on trains commenced on 1 July. Tranz Metro has set some rules around how carriage should work, and has produced some posters and brochures to assist its staff and cyclists to understand the process.
- The new Kapiti Plus integrated ticket for Paraparaumu commuters is being finalised. In accordance with previous Committee decisions, Mana Coachlines has identified cost savings on Paraparaumu bus services which will cover the costs of the trial (these changes are currently being considered by officers), and formal terms and conditions of the trial have been agreed.
- The trial will commence on 1 September and run until the end of the year.
- Wellington City Council's consultation on bus priority in Courtenay place has been delayed following a petition from a number of Councillors seeking to overturn their decision of 11 June 2008. The matter will be reconsidered at the Wellington City Council meeting scheduled for the end of August.
- Staff are currently considering a proposal from Mana Coachlines for changes in the Johnsonville/Newlands, and Kapiti, bus services.

- Since retro-fitting six bus shelters in Upper Hutt last year with perforated steel, reported structural damage to the shelters has dropped by 100%, broken windows have dropped by 50% and spray-can graffiti is down 39%.
- Greater Wellington recently funded the retro-fitted southern end of the Station Rd bus shelter at Porirua Station. Porirua City Council were given \$40,000 from new shelter funding allocations for 2007/8. Porirua City Council plans to refurbish the Northern End with shelter funding allocations for 2008/9. Similar perforated steel inserts to those used in the new Upper Hutt shelters and limited glass makes this structure safer and a more attractive proposition to passenger transport users.

3.1 Responses to public participation

- At the last meeting of the Committee, Chris Horne asked if any work has been done on his suggestion that Greater Wellington work with other local government and transport agencies to change the road code to require all traffic behind a bus whose driver indicates that he/she wishes to pull out from a bus stop, to wait for the bus to move out into the traffic stream.

This matter has been raised with Land Transport New Zealand who are in fact advocating for a proposal of this type to be included within the Land Transport (Road User) Rule scheduled for public consultation in August. The rule would be similar to a rule in the United Kingdom that requires drivers to give way to buses if practicable.

Mr Horn also recommended that all bus routes be checked to determine where, when vehicles are parked on both sides of the road, buses often have to stop, to let approaching vehicles through. There are a number of routes where buses stop from time to time in order to let vehicles through, or vice versa. This tends to happen on the narrower routes through areas such as Roseneath, Vogeltown and Highbury.

Where problems are such that bus travel is seriously impeded then those instances are addressed on an ad hoc basis. A recent instance of this has occurred in Te Anau Road in Hataitai where subsequently the local authority has entered into consultation with residents in respect to extended “no parking” areas.

4. Financial report

No update to the financial information presented to the previous Committee meeting is available at this time.

5. Communication

No communications are required.

6. Recommendations

That the Committee:

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

Report prepared by:

Wayne Hastie
Divisional Manager, Public
Transport