

>>> Campaign for

# Better Transport

*Waikato Commuter Trains NOW!*

>>> [BetterTransport.org.nz](http://BetterTransport.org.nz)

# *Who is the Campaign For Better Transport (CBT)?*

- **Voluntary group** wanting New Zealand to catch up with the modern world in regard to **better use of transport assets** including promotion of rail, bus, ferries, cycling and walking in addition to private motoring.
- **Politically Independent**
- Members come from diverse backgrounds and experience, from across NZ.

# *What does CBT do?*

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- Promote informed discussions about modern public transport and their benefits for New Zealand cities and regions.
- Lobby with local and central government to provide better funding for public transport and rail services.
- Organise popular public meetings.
- Fund and host an Auckland and **Nationwide Transport Issues** forums on our website:

**[www.BetterTransport.org.nz](http://www.BetterTransport.org.nz)**

# *Current Campaigns and Successes*

- 2007 - **Re-Open Onehunga Railway** Campaign = **Success**
- Under Environment Court mediation process with CBT - Transit agreed to redesignate surplus motorway land for future Auckland Airport rail link = **Success**
- 2008 – **Electrify Now!** Campaign = **Success**

## Current Campaigns:

- Light Rail in the Auckland viaduct area
- **Action Stations** Campaign calling for new Government to finish Auckland Public Transport projects.
- **Waikato Commuter Trains NOW!** Campaign

# *EW Draft Regional Land Transport Programme*

## *- OUR CONCERNS*

- **“Land Transport” by definition is roads, cycle ways, walkways **AND RAILWAYS**.**
- No mention of research on regional passenger rail services.
- Low level of investment for public transport in the region.
- **Focused on Waikato Expressway**, not focused on reducing demand for it by offering immediate alternatives.
- No implementation plan Hamilton – Auckland commuter trains.
- No investigation for light rail in Hamilton City.

# *Waikato Rail System Basic Overview*

- Potentially extensive passenger rail system:
  - North Island Main Trunk (North-South)
  - East Coast Main Trunk (to Tauranga, Rotorua, Tokoroa)
  - Line to “almost” Cambridge
- Currently unused for regional or inter-regional commuter trains (except Overlander ).
- Underground rail station in CBD (unused).  
*Hamilton CBD to Auckland CBD rail services possible!*

# *Waikato Rail System Disappointments*

- Regional Council allowed most of Morrinsville / Te Aroha / Paeroa / Thames line be lifted in 1991.
- Regional Council allowed Tranzrail to cut back the Cambridge line in 1999.
- *Currently Fonterra want rail designation lifted from their yard to Cambridge town centre as they do not want passenger trains on line.*

*Provide it properly, they WILL use it!*

**From Auckland, the “City of Cars”.**

On the subject of the continued increase in demand for passenger rail services...

“The growth has shown Aucklanders will use rail if a **comfortable, convenient** and **reliable service** is available.”

*Fergus Gammie, Chief Executive, Auckland Regional Transport Authority,  
June 2009*

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**Compare that “recipe for success” to the failure of the “Waikato Connection” train in 2001.**

# *Waikato Connection failure*

- **Not convenient**

**Did not** travel into central Auckland. Before *popular* Britomart Station opened.

- **Not comfortable**

Not refurbished.

- **Not reliable**

Often late, had regular mechanical failures.

- ***Lacked marketing***

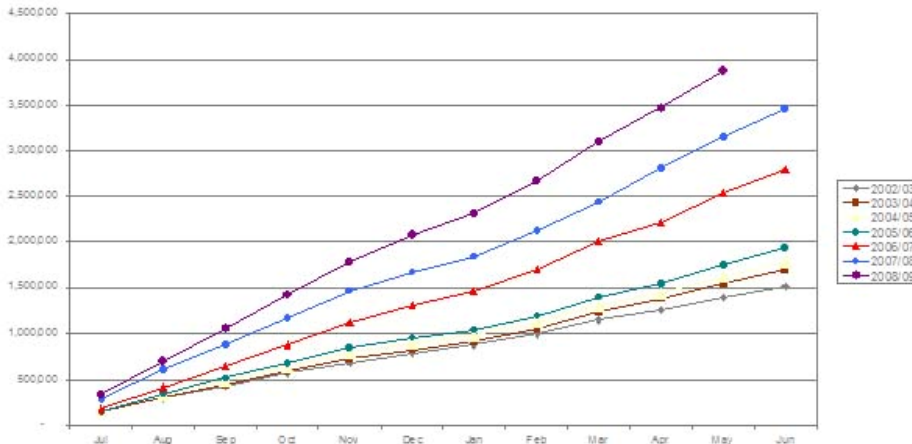
- ***Condition of railway line was substandard***

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- **Hamilton is now ready to embrace better public transport services.**

*Proof.....*

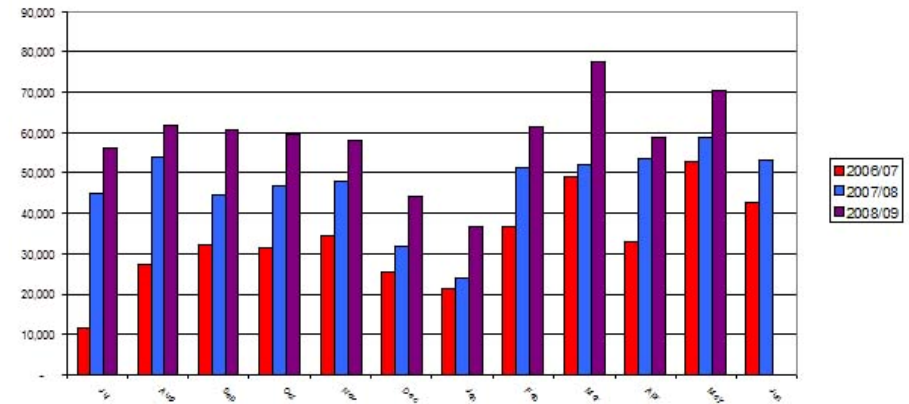
# Hamilton Bus Patronage - Success

City Patronage - Cumulative YTD



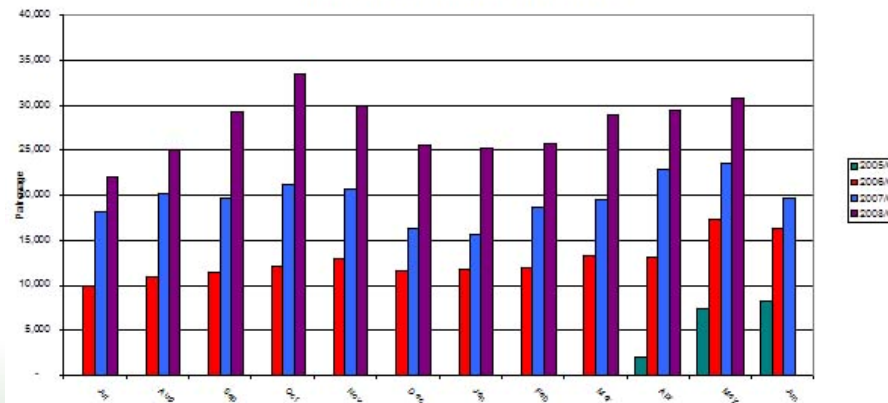
Orbiter

Extended hours of Operation effective 28 September 2008



CBD Shuttle

Bridge Street extension effective 21 August 2008



# *Who will use Hamilton - Auckland commuter services?*

- **Business commuters** (work on laptop to/from office, no productive time lost)
- **General public** ( Visit family and friends, go shopping in Auckland)
- **Tourists**
- *Waikato residents flying to and from Auckland Int'l Airport* (connecting at Papatoetoe Stn with regular Airport shuttle buses )
- Visitors to Middlemore Hospital

# *What would make Waikato Commuter Trains successful?*

- **Regular services**
- Incorporate Overlander
- “FlyRail” tickets, monthly concessions, etc...
- Solid marketing campaign
- Hamilton CBD to Auckland CBD services
- Connecting key commuter towns - The Base, Huntly & Te Kauwhata to and from Auckland.
- Attractive and safe stations.
- Provide laptop connections and “café” service on board.
- Independent of roads and inevitable daily congestion in Hamilton & Auckland.

# *Inter-regional train services. Successful examples*

## **New Zealand :**

### **Masterton – Wellington**

5 to 6 return services weekdays, 3x Sat and Sun.

Distance: Approx 100kms.

Masterton 1/8<sup>th</sup> population of Hamilton.

### **Palmerston North – Wellington**

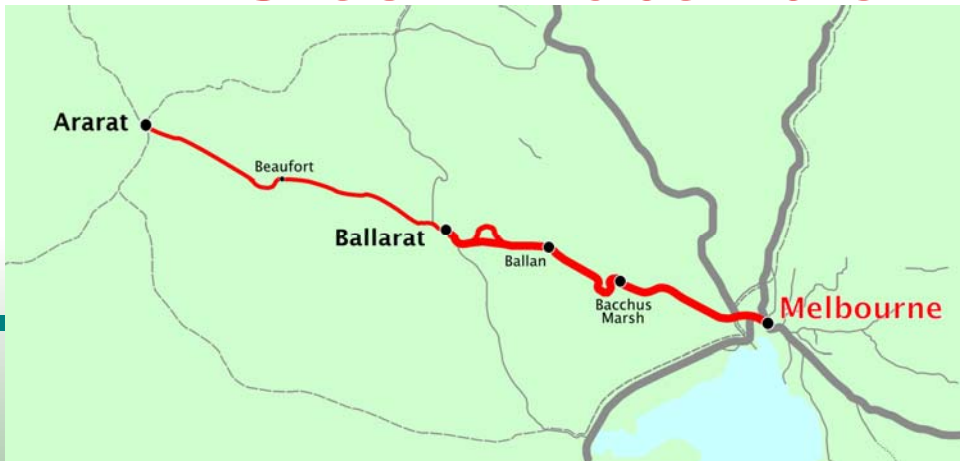
Daily return service weekdays. 2<sup>nd</sup> service currently under consideration.

Distance: Similar Hamilton - Akl

# *Australian successful example*

## **Ballarat to Melbourne**

- Ballarat largest inland city in Victoria
- Population **88,000**
- Rail distance to Melbourne approx 120 kms
- Service duration 1:40hr
- **15 commuter trains per day**



# *Hamilton to Auckland*

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- Hamilton largest inland city in NZ
- Population **145,000**
- Rail distance to Britomart approx. 142 kms (Hamilton Central Station)
- Service duration 2hrs (with Silver Fern Railcars )
- **NO commuter trains**

# *Hamilton Central Station*

Underground CBD station at present.  
New Zealand's only other CBD  
underground station (after Britomart).



# *Britomart Transport Centre*



Vision builds  
success.

# *Silver Fern Railcars most suitable now*

- Silver Fern railcars are the fastest rated rolling stock in NZ (max. 110kmph).
- Air conditioned with toilets and kitchen
- 3 Silver Fern railcars owned by KiwiRail.
- Have steps for differing platform heights.



# *Other highlights for rail services*

- Will attract 40%+ more passengers than comparative bus transport.
- Future new rolling stock and upgraded track will allow 160 kph on NZ narrow gauge (As in Perth and Brisbane)
- Rail is safer than driving
- Public like trains 😊



# Urgent Action Required



- Silver Fern Railcars available from July 2009 (contract ends with ARTA)
- Alternate uses under consideration currently for Silver Ferns:
  - 2<sup>nd</sup> Palmerston North to Wellington “Capital Connection”
  - Christchurch to Dunedin services
- **High costs and delays** if Silver Ferns not acquired now.

# *Who pays for roads and public transport?*

## ***Local Roads:***

*Local Council*

*NZTA*

## ***State Highways:***

*NZTA*

## ***Public Transport:***

*Users (bus or train fares)*

*NZTA ( 60% of funding gap)*

*Regional Council (remainder of difference)*

*Hamilton City Council Roothing Budget 08/09 \$15,412,894*

*NZTA subsidy: \$7,391,746*

*Total = \$22,804,640*

*= All residents subsidise car and truck users.*

# *EW report May 09 Ham - Akl Trains*

*“the project delivers more benefits than it costs, and the economic benefit : cost ratio is 1.9”*

***BCR would increase to over 2** if more stops are included (not just Hamilton Frankton and Huntly) such as:*

- Ham. Central Station*
- The Base*
- Te Kauwhata*

*Central seat load factor of **75%** (from Hamilton and Huntly).*

*“Benefits from public transport users and other road users is greater than funding gap for the services.”*

*“There is therefore a reasonable economic case for the project”*

# *Cost for Waikato Commuter Trains*

## *PER ANNUM*

*(KiwiRail cost indications)*

*To operate:*

*1 x return service daily = \$1.84m p.a.*

*2 x return services daily = \$2.2m p.a.*

*Actual EW share for 2 daily return services  
(approx. 520 return services p.a.) after fare  
collections and NZTA 60% funding gap*

*= \$542,400*

*(one service per day funding gap \$456,000 pa)*

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*Treasury “advice” to Local and Central Govt for strategic transport policy.*

# Treasury advises Govt. and local bodies

- **NZ Treasury May 2009 forecasts :**
  - 1) Price / end 2010 **US\$60** a barrel
  - 2) Price / 2013 **US\$68** a barrel

Price of oil YESTERDAY was:  
**US\$68.74/Barrel**



## **CBT Conclusion:**

Treasury advice to local and central government based on *unrealistic forecasts* = pro-roading bias.

# *Contingency plan???*

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**No transport contingency plan** if oil returns to US\$100 or higher  
*(avg. price US\$124 June quarter 2008).*

# *Future for Moving Waikato Ahead:*

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1) *Passenger services:*

*Inter-regional -*

*Auckland, Tauranga, Rotorua, Wellington*

*Regional rail and buses -*

*Cambridge, Morrinsville / Matamata,  
Otorohanga.*

2) *Integrated Bus & **Light Rail** for  
Hamilton City.*

# *Modern Light Rail for Hamilton City*

Attractive alternative to private motorists in city.

Link CBD with key locations in surrounding suburbs.



# Benefits

- Light Rail more attractive to users:  
*Higher patronage = more PT users = less cars = less congestion/pollution*
- Commuter connector around Hamilton CBD
- Zero emissions
- Fossil fuel independent
- Pedestrian friendly
- Traffic calming
- Tourist attraction



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*Standard argument:*

*“Hamilton is a car based city and will be forever”*

*Answer:*

*Hamilton City bus usage data proves this is changing now!*

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*USA - The home of the automobile*

*What are cities in the USA doing?*

# *US "Car Cities" with Light Rail Systems or commuter train systems.*

## **Now Operating Electric Light Rail Transit (Inter-urban & Tram)**

### *Modern & Heritage Urban & Inter-urban Transit Systems*

Baltimore  
Boston  
Buffalo (modern LRT)  
Charlotte (modern LRT, heritage tram)  
Cleveland (legacy surface electric railway upgraded to modern LRT)  
Dallas (modern LRT, heritage tram)  
Denver  
Houston  
Hudson-Bergen  
Kenosha (heritage tram)  
Little Rock (heritage tram)  
Los Angeles  
Memphis (currently heritage tram, modern LRT planned)  
Minneapolis (Interurban LRT in operation, tram proposed)  
Newark  
New Orleans (entirely tram)  
Philadelphia (modern LRT, heritage tram)  
Pittsburgh  
Portland  
Sacramento  
St. Louis  
Salt Lake City  
San Diego  
San Francisco (modern LRT, heritage tram)  
San Jose  
Seattle (currently tram; modern LRT in development)  
Tacoma  
Tampa (currently tram; modern LRT planned)  
Washington



# US "Car Cities" with new rail systems planned, being built or proposed.

**Albany** - rapid LRT proposed  
**Albuquerque** - regional rail under construction, LRT proposed  
**Arlington, Va** - streetcar system planned  
**Atlanta** - regional rail and streetcar projects in planning  
**Austin** - light regional railway project under way, streetcar system proposed  
**Bayonne** - streetcar in development  
**Birmingham** - rapid LRT proposed, streetcar system in development  
**Boise** - LRT (interurban, streetcar) proposed  
**Boulder** - streetcar proposed  
**Charlotte** - historic trolley upgrade under construction, modern LRT planned  
**Charlottesville** - streetcar proposed  
**Cincinnati** - LRT (interurban, streetcar) in planning  
**Columbus** - LRT (interurban, streetcar) in planning  
**Corpus Christi** - streetcar in planning  
**Dayton** - streetcar proposed  
**Des Moines** - LRT streetcar proposed  
**Detroit** - interurban and streetcar LRT, regional passenger rail proposed  
**Denton** - regional rail in development  
**El Paso** - LRT streetcar system proposed  
**Fayette** - LRT or regional rail proposed  
**Ft. Lauderdale** - streetcar and rapid LRT proposed  
**Ft. Worth** - regional passenger rail planned, streetcar proposed  
**Fresno** - streetcar proposed  
**Glendale, Ca** - streetcar proposed  
**Grand Rapids** - streetcar proposed  
**Harrisburg** - regional rail in development  
**Honolulu** - rail rapid transit planned  
**Huntington, WV** - heritage streetcar proposed  
**Huntington Beach, Ca** - LRT proposed  
**Indianapolis** - rapid LRT proposed, streetcar proposed  
**Jacksonville** - light regional railway and LRT streetcar proposed  
**Kansas City** - rapid LRT proposed  
**Lancaster** - heritage streetcar proposed  
**Las Vegas** - proposed  
**Louisville** - LRT proposed  
**Madison** - regional rail and streetcar proposed  
**Memphis** - heritage streetcar in operation, modern LRT planned  
**Miami** - streetcar projects in planning  
**Milwaukee** - interurban and streetcar LRT, regional passenger rail proposed  
**Minneapolis** - modern LRT in operation, streetcar proposed  
**Montgomery** - heritage streetcar proposed  
**Nashville** - regional "commuter" rail project under way  
**Norfolk** - interurban LRT project under way  
**Ogden** - modern streetcar proposed  
**Omaha** - heritage streetcar proposed  
**Orange County (Ca)** - LRT (interurban or streetcar) in planning  
**Orlando** - regional passenger rail project under way, rapid LRT in planning  
**Phoenix** - interurban LRT project under construction; regional rail and streetcar system proposed  
**Raleigh** - regional rail system in planning  
**Reading, Pa** - streetcar proposed  
**Richmond** - heritage streetcar proposed  
**Roanoke** - heritage streetcar proposed  
**Rochester** - proposed  
**Salem, Or** - streetcar proposed  
**San Antonio** - proposed  
**Savannah** - heritage streetcar (self-propelled) project under way  
**Seattle** - Regional rail and modern streetcar in operation, interurban LRT project under way  
**Spokane** - light railway proposed  
**Stamford** - light rail streetcar proposed  
**Tampa** - historic streetcar in operation, modern LRT streetcar proposed  
**Toledo** - streetcar proposed  
**Tucson** - heritage streetcar system being expanded, LRT proposed  
**Union County, NJ** - LRT project under development  
**Washington** - LRT in planning  
**Winston-Salem** - streetcar project in planning



# *What is Hamilton right now?*

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**A city for cars OR a city for people?**

What do you want it to be?

# Summary

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## Environment Waikato:

- POOR commitment to public transport and providing transport choices – Car focused.
- Has expertise in road transport in-house.
- **Lacks expertise** in rail transportation in-house.
- Lack of consideration for rail/light rail systems.
- Has no transportation contingency plan when oil prices rise.
- Should conduct a feasibility study for commuter services on all Waikato lines, by a qualified group with international rail expertise and experience.

# *Summary - Commuter Trains NOW!*

- Waikato – Auckland commuter trains **MUST start this year with Silver Fern Railcars.**
- Business case and Benefit: Cost Ratio **are well in favour** of Waikato trains.
- Urgent commitment to start services now.
- **NZTA/EW must commit to funding the service** in medium term.
- **Waikato residents and businesses WANT commuter trains NOW!**

# *Summary - Commuter Trains NOW!*

- **Contact your Regional Councillors.** Tell them you want rail services NOW!
- **43** submissions were made to EW over the Ham-Akl trains - **100% in favour.**
- *Your regional councillors appear **NOT** to be acting as you want them too.*
- Write to your MP's and newspapers.

*And finally.....*

# Summary

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- **Please join CBT**  
*( you can tonight )*

09/10 membership:

**\$20 waged / \$10 unwaged**

Business membership / On application

Donations very welcome.

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