

By email

10 December 2018

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Dear Mr Robinson

Request for information 2018-364

I refer to your request for information dated 15 July 2018, which was received by Greater Wellington Regional Council (GWRC) on 15 July 2018. I apologise for the delay in responding to you. As you have been advised, due to a system error your request was not logged into our official information database until 7 December 2018. You have requested the following information:

- “1. Could you please provide with any information you hold of the number of seat kilometres per day the trolley bus fleet was doing before their removal? Or any information you hold which could be used to calculate the number of seat kilometres per day the trolley bus fleet were doing.*
- 2. Can you please provide with any information you hold about the projected seat kilometres per day of electric buses as per their roll out plan? Or any information you hold which could be used to calculate the number of seat kilometres per day of the electric buses as they are procured.*
- 3. Any information you hold which indicates when Wellington will have the same number of electric bus provided seat kilometres per day with the new electric buses as Wellington did before the trolley bus fleet removal.”*

GWRC’s response follows:

We do not hold formal figures for seat kilometres per day. However, we can advise that in the calendar year of 2016, the trolley buses undertook 1,281,936 in-service kilometres. The majority of the trolley buses provided capacity for 37 seated passengers and 28 standing passengers for a total capacity of 65 passengers. The total number of trolley buses operating in 2016 was 57.

We do not hold projected seat kilometre information for the future electric buses, but can advise that we expect the likely kilometres that will be undertaken by future electric buses to be the same, or more, as those undertaken by the trolley buses. The reason for this assumption is that the future electric buses are not constrained by the overhead wire network and can therefore be better utilised

RESPONSE TO REQUEST FOR INFORMATION



across different bus routes and can run in the weekends. Due to maintenance requirements on the trolley overhead network, trolley buses did not run in the weekends.

The current confirmed roll out plan is:

- 10 electric vehicle double-deckers (EVDD) now in operation
- 10 more EVDD by mid-2020, i.e. 20 EVDD by mid-2020
- 12 more EVDD by mid-2021, i.e. 32 EVDD by mid-2021.

In addition, we are in ongoing discussions with NZ Bus regarding the potential conversion of the trolley buses to new battery electrics or the acquisition of new electric vehicle buses as direct replacements. While not yet confirmed, we are hopeful that direct replacements of the trolley buses will be operational by mid-2020. This would mean that we would have at least 70 electric vehicle buses on the road by mid-2020, and over 80 by mid-2021.

The EVDD have a total passenger capacity of 82, and any trolley replacement will have a passenger capacity of at least 75 (by comparison, each trolley bus had a 65-passenger capacity). On this basis we will have exceeded the trolley bus available capacity by mid-2020, and seat kilometres potentially sooner.

In addition to the EVDD and trolley replacements, we are working with operators to identify further opportunities to introduce more electric vehicle buses in the short to medium term, and to this end we are currently preparing a detailed electric bus strategy to guide the transition process.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Yours sincerely



Angus Gabara
General Manager, Public Transport (Acting)