



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

14 September 2017

Sustainable Transport Committee

Order Paper for the meeting of the Sustainable Transport Committee to be held in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington on:

Tuesday, 19 September 2017 at 10.00am

Membership

Cr Donaldson (Chair)
Cr Ponter (Deputy Chair)

Cr Blakeley
Cr Gaylor
Cr Laban
Cr Lamason
Cr Ogden
Cr Swain

Cr Brash
Cr Kedgley
Cr Laidlaw
Cr McKinnon
Cr Staples

Evelyn Tuuta

Recommendations in reports are not to be construed as Council policy until adopted by Council

Sustainable Transport Committee

**Order Paper for the meeting to be held on Tuesday, 19 September 2017
in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay,
Wellington at 10.00am**

Public Business

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2. Declarations of conflict of interest		
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Public Excluded Business

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Please note that these minutes remain unconfirmed until the Sustainable Transport Committee meeting on 19 September 2017

Report 17.284

8/08/2017

File: CCAB-20-328

Public minutes of the Sustainable Transport Committee meeting held on Tuesday, 8 August 2017, Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 10.02 am

Present

Councillors Donaldson (Chair), Ponter (Deputy), Blakeley, Brash, Gaylor, Kedgley, Laban, Laidlaw, Lamason, McKinnon, Ogden, Staples and Swain.

Evelyn Tuuta.

Public Business

1 Apologies

There were no apologies.

2 Conflict of Interest

There were no declarations of conflict of interest.

3 Public Participation

Mike Mellor spoke about item 8 on the agenda – General Managers' report to the Sustainable Transport Committee meeting 8 August 2017.

Tony Randle spoke about item 6 on the agenda – Public Transport fares review – consultation.

4 Confirmation of the public minutes of 20 June 2017

Moved

(Cr Blakeley/ Cr Brash)

That the Committee confirms the public minutes of the meeting of 20 June 2017, Report 17.222.

The motion was **CARRIED**.

5 Let's Get Wellington Moving Programme update

Oral presentation

Barry Mein, Programme Manager, updated the Committee on the Let's Get Wellington Moving Programme.

6 Public Transport fares review – consultation

Paul Kos, Manager Public Transport Planning, spoke to the report.

Report 17.269

File ref: IFT-10-180

Moved

(Cr Ponter/ Cr Gaylor)

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Adopts the proposed variation set out at Attachment 2 to this report for the purposes of consultation in accordance with section 87 of the Local Government Act 2002.*
- 4. Approves the summary consultation document 'Better Metlink Fares' as set out in Attachment 1 to this report as the basis for public engagement.*
- 5. Delegates to the Committee Chair the ability to make editorial changes to the summary consultation document and proposed variation set out in Attachments 1 and 2.*
- 6. Agrees to a five week submission period, proposed from 14 August to 18 September 2017.*
- 7. Agrees that this Committee will hear and consider submissions and other feedback on the fares package and recommend the final proposals to the Council for adoption.*
- 8. Notes that officers have engaged the NZ Transport Agency on the proposed fares changes and will continue to work with the agency on the funding as part of the National Land Transport Funding process.*

Moved as an amendment (to be additional motions)

(Cr Blakeley/ Cr Kedgley)

That the following motions be added:

9. That the entire revised fare package be implemented on 1 July 2018.

10. That public meetings be organised in key locations as part of the consultation process.

Voting on the amendment was taken in sections. Proposed motion 9 was put to the vote and was **CARRIED**. Proposed motion 10 was put to the vote and was **CARRIED**.

The substantive motion was put:

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Adopts the proposed variation set out at Attachment 2 to this report for the purposes of consultation in accordance with section 87 of the Local Government Act 2002.*
- 4. Approves the summary consultation document 'Better Metlink Fares' as set out in Attachment 1 to this report as the basis for public engagement.*
- 5. Delegates to the Committee Chair the ability to make editorial changes to the summary consultation document and proposed variation set out in Attachments 1 and 2.*
- 6. Agrees to a five week submission period, proposed from 14 August to 18 September 2017.*
- 7. Agrees that this Committee will hear and consider submissions and other feedback on the fares package and recommend the final proposals to the Council for adoption.*
- 8. Notes that officers have engaged the NZ Transport Agency on the proposed fares changes and will continue to work with the agency on the funding as part of the National Land Transport Funding process.*
- 9. That the entire revised fare package be implemented on 1 July 2018.*
- 10. That public meetings be organised in key locations as part of the consultation process.*

The motion was **CARRIED**.

Noted: Officers to provide information to Councillors on how many children would be impacted by an increase in school term passes.

Noted: Officers to provide information to Councillors on what the savings would be in changing the discount on a monthly rail pass from 36% to 25%.

The meeting adjourned at 12.25pm and reconvened at 12.35pm.

7 **Key findings from the 2016/17 Public Transport Passenger Satisfaction Survey**

David Boyd, Customer Experience Leader, spoke to the report.

Report 17.274

File ref: CCAB-20-320

Moved

(Cr Lamason/ Cr Brash)

That the Committee:

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

The motion was **CARRIED**.

8 **General Managers' report to the Sustainable Transport Committee meeting 8 August 2017**

Wayne Hastie, General Manager, Public Transport, introduced the report.

Report 17.247

File ref: CCAB-20-317

Moved

(Cr Lamason/ Cr McKinnon)

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. That Officers report on options for the acquisition of land at Johnsonville for a dedicated interchange park and ride facility.*
- 4. That GWRC write a submission to Wellington City Council stating that GWRC is committed to working with Wellington City Council to put bus stops in Island Bay back to where they were prior to the construction of the Island Bay Cycleway.*
- 5. That GWRC write a submission to Wellington City Council in relation to the Shelly Bay Development (currently open for public consultation), stating that a subsidised ferry service from Shelly Bay to the CBD is not currently in GWRC's plans and cannot be guaranteed.*
- 6. Invite the Chief Executive to prepare a report on the provision of a better bus replacement service, including timetabling, routes and advertising.*

The motion was **CARRIED**.

Noted: Officers to arrange a meeting for Councillors with NZTA to discuss further options for improving the safety of buses exiting Paremata Railway Station and joining the State Highway.

The meeting closed at 1.20pm.

B Donaldson
(Chair)

Date:



Report 2017.334
Date 14 September 2017
File CCAB-20-340

Committee Sustainable Transport Committee
Author Rhona Hewitt, Manager - Bus & Ferry Networks, Infrastructure & Customer Transition

Bus Hubs – Johnsonville & Kilbirnie location

1. Purpose

To present to the Sustainable Transport Committee the results of the community engagement and recommendation in relation to the location of the intended bus hubs in Kilbirnie and Johnsonville.

2. Background

The new bus hubs are part of Wellington’s new and better bus network - arriving mid-2018. Simplified bus routes, with buses more often, means more options for customers. So taking the bus around Wellington is easier. With a more flexible service in place, our aim is more people will choose the bus for their daily travel, creating more demand and less congestion. The new bus hubs are key in enabling this to happen.

Most buses will travel through a hub and will allow passengers to connect with other routes. Hubs are placed where there are high daily volumes of passengers, and high frequency/high number of services. Typical hub locations include:

- sub-regional centres
- suburban rail/bus/ferry interchanges
- key land-use sites such as hospitals and education campuses.

There will be eight hubs in the new Wellington City bus network. Some of these hubs are at or near to locations where passengers currently connect onto bus services and some hubs are in new locations. Six of the eight hubs (Johnsonville, Kilbirnie, Wellington Hospital, Brooklyn, Miramar and Karori Tunnel) will get new facilities. Wellington Station and Courtenay Place will get upgraded facilities.

To provide a good customer experience at the hubs and ensure that the hubs operate safely and efficiently, the location of two of the hubs at Johnsonville and Kilbirnie needed to be reviewed.

The current Johnsonville bus hub is made up of two bus stops, both located in the carpark of the Johnsonville Mall. The route used by buses through the carpark is indirect and is shared with cars visiting the Mall, which has led to slow and unreliable journey times.

The carpark and existing bus hub is on private land owned Stride Properties that is included in Stride's planned redevelopment of the Mall. The current hub space is not sufficient or appropriate to support the improved bus frequencies and service levels that the new bus network will bring to the growing northern suburbs. Therefore a new location needs to be identified.

The Kilbirnie Bus Hub is currently made up of four bus stops; three on Rongotai Road and one on Bay Road. These stops have limited space for waiting passengers and insufficient shelter. The layout of the stops also causes bus congestion in Kilbirnie town centre.

As a result of the above issues and to ensure that the bus hubs are in place for commencement of the new bus network, hub location options were developed for Johnsonville and Kilbirnie and taken out for public consultation between 27 June and 14 July 2017.

3. Proposed Johnsonville and Kilbirnie hub locations

3.1 Option development considerations

GWRC has collaborated with Wellington City Council (WCC) officers and with the joint GWRC/WCC councillors' joint transport working group to develop three on-street location options for each of Johnsonville and Kilbirnie.

When determining feasible location options for these hubs, the following principles were considered:

- Separation of Modes - for safety, efficiency and avoidance of conflict, separation should be maintained between the key modes of pedestrians, bus, cycles, taxis and cars.
- Modal Integration - the major hub elements (such as bus stops, layovers and pedestrian access) should be as close as practicable to each other to minimise walking distance and to maximise the efficiency of the hub.
- Modal Priority in Hubs – the most efficient access modes should be given the highest priority in terms of space allocation in the hub. The order of efficiency is generally:
 1. Pedestrian/bicycle
 2. Bus
 3. Taxi

4. Long distance coaches
 5. Kiss and ride (drop-off zone)
 6. Commuter parking.
- Whether the approach and departure routes for buses in the Johnsonville and Kilbirnie town centres would be consistent with the following principles:

Directness

Bus routes should provide as direct a route as possible. Routes should divert as little as possible from the “as the crow flies” route to their primary destination

To make buses attractive to passengers, routes should generally progress in the direction of their destination (for example a bus heading for the Wellington City centre should not make diversions off the natural route).

Accessibility

The primary role of the buses within the Johnsonville and Kilbirnie town centres is to provide access to town centre destinations for shoppers, workers and visitors, to be an attractive alternative to the private car, and to provide access to trunk bus services for onward travel.

Legibility

Bus routes should, where possible, use the same streets for inbound and outbound routes. Passengers can find it confusing if they are dropped off on one street and then have to find their way to another street to find the bus stop for their return journey.

3.2 Johnsonville location options

The new 2018 bus network structure for Johnsonville and the northern suburbs balances the needs for network connectivity for feeder routes and route directness for through routes.

Following the upgrade of the Broderick Road bridge, and associated modifications to Moorefield Road, three on-street bus hub location options have become feasible for consideration. The three on-street options provide the opportunity to deliver an enhanced environment for passengers, an improved operating environment for buses and support the introduction of planned new high capacity buses.

- Option 1: Johnsonville Road

A new bus hub with all main stops on Johnsonville Road. Supporting bus stops and a bus layover area (where buses can wait between services) on Moorefield Road.

- Option 2: Moorefield Road

A new bus hub with all main stops on Moorefield Road with supporting bus stops on Johnsonville Road

- Option 3: A hybrid version of Options 1 and 2

This option has the bus hub stops split between Johnsonville Road for northbound buses and Moorefield Road for city-bound buses.

An off-road option within the Johnsonville Mall precinct was considered but subsequently excluded as appropriate space was not made available by the property developer within the plans for the redevelopment of Johnsonville Mall.

Previous consented plans were to replace much of the current surface parking between Johnsonville Station and Broderick Road with a multi-level parking structure. This included building over the roadway (Gothic Street) and car parking area currently used by buses to travel between Johnsonville Station and Broderick Road. The plans provided for buses to continue to pass through the carpark on the surface, but not to pick up or drop off passengers, or to layover, on the Mall site. Bus access provisions through the proposed car parking structure were tested and found not to be adequate for safe bus operations as intended, as well as posing significant risks to bus operations from traffic congestion and reliability of on-time running.

3.3 Kilbirnie location options

The new 2018 bus network for Kilbirnie and the eastern suburbs balances the needs for network connectivity for feeder routes and route directness for through routes.

There are three possible on-street alternatives for Kilbirnie bus operations which would provide an enhanced environment for passengers, an improved operating environment for buses and support the introduction of planned new high capacity buses.

- Option 1: Evans Bay Parade

A new bus hub with all main stops on Evans Bay Parade with a proposed covered walkway along Bay Road linking the main shopping area with the bus hub.

- Option 2: Rongotai Road

A new bus hub with all stops on Rongotai Road (between Bay Road and Onepu Road) and a bus layover area (where buses can wait between services) on Evans Bay Parade.

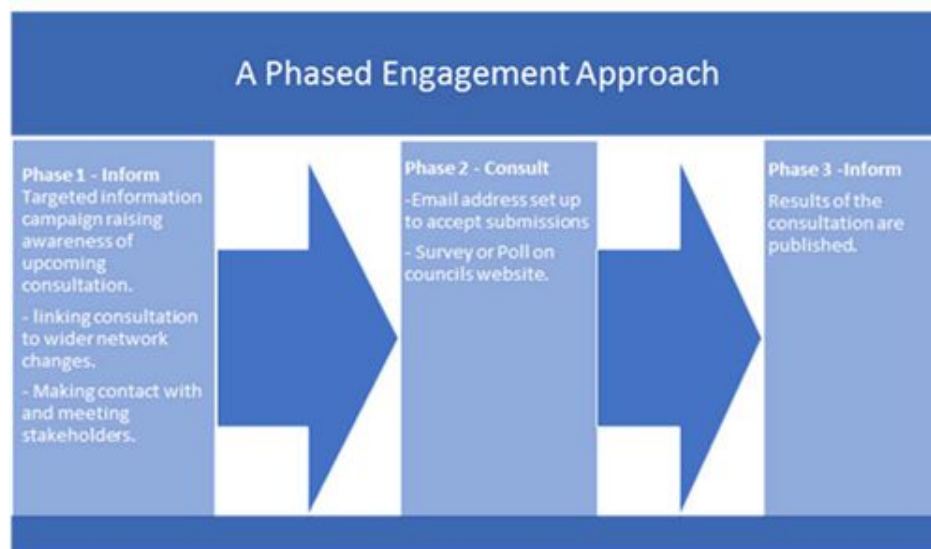
- Option 3: A hybrid version of Options 1 and 2

This option has the bus hub stops split between Rongotai Road and Evans Bay Parade. Rongotai Road would have stops for buses from the city to Miramar Peninsular, Lyall Bay and Rongotai. Bus stops for buses heading into the city via Newtown, Hataitai and Evans Bay would be on Evans Bay Parade.

4. Engagement process

Engagement on the location options for Johnsonville and Kilbirnie bus hubs, outlined in section 3, took place between 27 June and 14 July 2017, and targeted affected communities and bus users.

The engagement consisted of three phases:



It began with an announcement that consultation was coming, along with a brief explanation of why new hubs were needed.

Phase two, consultation itself, consisted of:

- information packs and a website
- emails to local resident associations
- flyers and posters to local community centres and supermarkets
- representatives handing out flyers and talking to the public at bus stops
- offers to meet any resident associations or Councillors who wanted to discuss the proposals
- placing information on Council websites
- social media messages

- providing three means of submitting feedback.

Information packs (including engagement response forms) were posted to 110 individuals. Website information about the options was viewed 7,500 times.

The engagement response forms asked respondents to rank their three preferences in order. They were also asked for demographic information and how regularly they used buses.

Stage three analysed the feedback, and the results will be communicated to the public following consideration by this Committee.

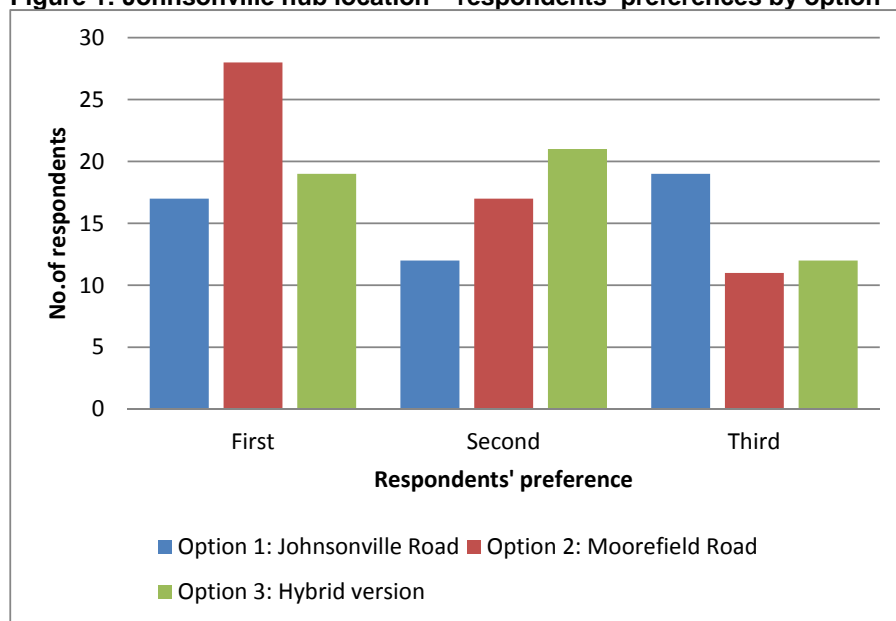
5. Feedback results

We received 254 responses on the Kilbirnie options, and 154 responses on the Johnsonville options.

5.1 Johnsonville feedback

There was no strong preference for any one option, but Option 2 (Moorefield Road) led the way as a first preference with 44 per cent support, see Figure 1 below.

Figure 1: Johnsonville hub location – respondents’ preferences by option



Most support came from those getting to/from work and those aged between 25 and 64.

Many said they wanted the hub next to the railway station and the community hub, as well as the residential area of Johnsonville West, and to avoid congestion on Johnsonville Road.

Many said their support for Moorefield Road depended on the installation of adequate shelter at the stops because the location was so exposed to the wind and rain.

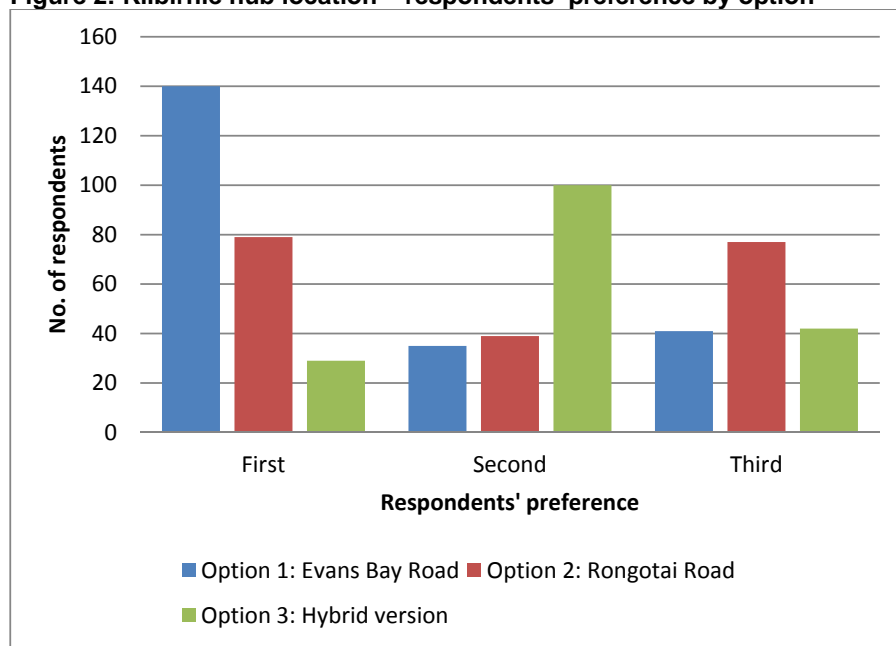
Option 1 (Johnsonville Road) was preferred by those not travelling for work, shoppers and people aged 65 and over, suggesting shoppers and older people would prefer a hub nearer the shops in the Mall and on Johnsonville Road.

It is important to note that ready access to Option 1 (Johnsonville Road) from Moorefield Road and West Johnsonville would depend on pedestrian access being provided through the Mall during bus operating hours – something not possible at present.

5.2 Kilbirnie feedback results

Option 1 (Evans Bay Parade) was the preferred bus hub site with 65 per cent indicating it as first preference (see Figure 2).

Figure 2: Kilbirnie hub location – respondents’ preference by option



Option 1 had majority support from those:

- travelling through and/or connecting from Miramar
- getting to work, school or university
- aged between 18 and 64.

Many mentioned wanting to avoid the current congestion on Rongotai Road. Many said their support assumed there would be adequate shelter, including over the walk to and from the shopping area in Bay Road.

Option 2 (Rongotai Road) was preferred by those aged 65 and over and those living in Kilbirnie, who, it would appear from other data, use public transport primarily for shopping and appointments and would prefer a hub nearer Kilbirnie’s shops.

6. Conclusions

Given the results provided in Section 5, officers from both GWRC and WCC support the locations preferred by the majority of respondents. The recommended locations for new bus hubs are:

- Johnsonville – Moorefield Road (Option 2)

This option has the advantage of bringing the hub closer to the Johnsonville community facilities such as the new library development, pool, community centre, and Alex Moore Park. It would also better serve the residential areas west of Johnsonville which have a better walking catchment, than those to the east.

The Johnsonville Mall owner has undertaken to transfer 15 metres of Moorefield Road frontage to Wellington City Council for road widening, and to provide space within the new mall frontage on Moorefield Road for a bus shelter, once redevelopment is completed. Should this proceed, it will make the Moorefield Road hub even more attractive, however this additional land will not be available until the mall has been redeveloped at some unknown time in the future.

Due to the construction of the library and possible redevelopment of the mall, the new hub on the Moorefield Road side of Johnsonville needs to be flexible and relocatable. This means some elements of the hub design and materials will initially be temporary.

- Kilbirnie – Evans Bay Parade (Option 1)

This option develops an area of road reserve and provides a new bus hub on Evans Bay Parade. It provides the opportunity to provide a covered walkway along the section of Bay Road between Rongotai Road and Evans Bay Parade, and other place making improvements. The Evans Bay Parade bus hub location provides good access to the Kilbirnie shops and local community facilities for customers, while providing the most direct and reliable route to and from the central city.

7. Next steps

The next stage will be the appointment of a professional services consultant to provide the following services:

- Civil works design (such as drainage, kerb and channel, shelter foundations, underground services, road paving and pedestrian paving).
- Hub shelter and facilities design (upon completion of the civil works) with the design ensuring all hubs are clearly recognisable by having a common and distinct appearance.
- Consents (obtaining all consents necessary to undertake civil works and install shelters).

- Tendering and contracting (calling for tenders and awarding contracts for civil works and building and installing shelters on behalf of Greater Wellington).
- Overseeing contracts (supervision and administration of the contracts).
- Project management.

Tenders for the professional services consultant closed on 11 September 2017. Evaluation of bids is underway, and award of contract is expected to be complete by the end of September.

Following appointment of, and in conjunction with, the professional services consultant, the project team will:

- Prepare tender documentation for manufacturing and installation work that requires a breakdown of prices for shelters and walkways at each location. This will allow for possible phased implementation of some shelters or walkways if time or budget constraints prevent the completion of work at all of the hub locations by July 2018.
- Proceed with the design and tendering for construction of Option 1 in Kilbirnie (Evans Bay Parade), connecting to the hub. The design will provide for a covered walkway on Bay Road and place making improvements, but these elements may not be able to be delivered in the first stage of works if funding is unavailable.
- Proceed with the design and tendering for construction of a short- to medium-term hub solution on the Moorefield Road side of the Johnsonville town centre.
- Work with and obtain WCC's support and agreement to any traffic resolutions required to support the safe and efficient operation of the hubs.
- Share the preferred shelter designs with stakeholders before calling for construction tenders, with the intention of incorporating any minor revisions that improve the hubs' amenity values, subject to time and budget.
- Adopt a staged approach to developing infrastructure if work on all the Wellington City hubs exceeds GWRC's budget (and no other funding is available) by adopting the following priorities:
 1. install bus shelters and complete associated work at each location
 2. install walkways
 3. undertake "place-making" improvements.

The indicative timeline for the bus hub project is provided in Table 1.

Table 1: Indicative timeline

Date	Description
By end September 2017	Award of professional services contract
Early October 2017	GWRC and WCC approves high-level design for civil works and shelters
End October 2017	GWRC and WCC approve completed civil works design
Mid December 2017	Civil works consents obtained Civil works contract awarded GWRC and WCC approve completed shelter design Seek approval from WCC for traffic resolutions
Early January 2018	Civil works begin
28 February 2018	Contract awarded to make and install shelters and other hub furniture
30 May 2018	Civil works completed Shelters and other hub furniture installed
30 June 2018	Lighting and digital connections and equipment installation, commissioning and testing completed
31 July 2018	Post-implementation review and performance monitoring
30 June 2019	12-month maintenance supervision period ends

8. Communication

Interested parties will be advised of the Committee’s decision. Analysis of the feedback responses will be provided on the Metlink website.

9. Consideration of Climate Change

The matter requiring decision in this report has been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

9.1 Mitigation assessment

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have an effect that is addressed via the GWRC Corporate Sustainability programme and or GWRC’s Procurement policy.

Officers note that the matter does not affect the Council’s interests in the Emissions Trading Scheme (ETS).

9.2 Adaptation assessment

Officers have considered the impacts of climate change in relation to the matter. Officers recommend that climate change has no bearing on the matter.

10. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

10.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term ‘significance’ has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

10.2 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the significance and engagement policy, no further engagement on the matters for decision is required.

11. Recommendations

That the Committee

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees the Johnsonville bus hub should be located on Moorefield Road, noting in the short to medium term this hub will be temporary and relocatable to minimise the impacts on customer experience and bus operations of the hub during the construction of the new library and possible redevelopment of the mall.*
4. *Agrees the Kilbirnie bus hub should be located on Evans Bay Road, noting it will include a covered walkway on Bay Road connecting to the hub and place making improvements subject to funding being available.*
5. *Agrees to adopt a staged approach to developing infrastructure for the Wellington bus hubs if work on all the hubs exceeds GWRC's budget (and*

no other funding is available) or timeframes cannot be met by adopting the following priority order:

- i) install bus shelters and complete associated work at each location*
- ii) install walkways*
- iii) undertake “place-making” improvements.*

6. ***Request*** *Wellington City Council support recommendations 3, 4 and 5 and agree to any traffic resolutions required to support the safe and efficient operation of the hubs.*

Report prepared by:

Rhona Hewitt
Manager - Bus & Ferry
Networks, Infrastructure &
Customer Transition

Report approved by:

Angus Gabara
Acting General Manager,
Public Transport



Report 17.305
Date 11 September 2017
File CCAB-20-333

Committee Sustainable Transport Committee

Authors Angus Gabara, General Manager, Public Transport (Acting)
 Luke Troy, General Manager, Strategy

General Managers' report to the Sustainable Transport Committee meeting 19 September 2017

1. Purpose

To inform the Committee of Greater Wellington Regional Council's (GWRC) activities relating to the Committee's areas of responsibility.

This report provides information on key work programmes and linkages between transport projects, programmes and the strategic framework. It is complemented from time to time by other reports, such as quarterly and annual reports.

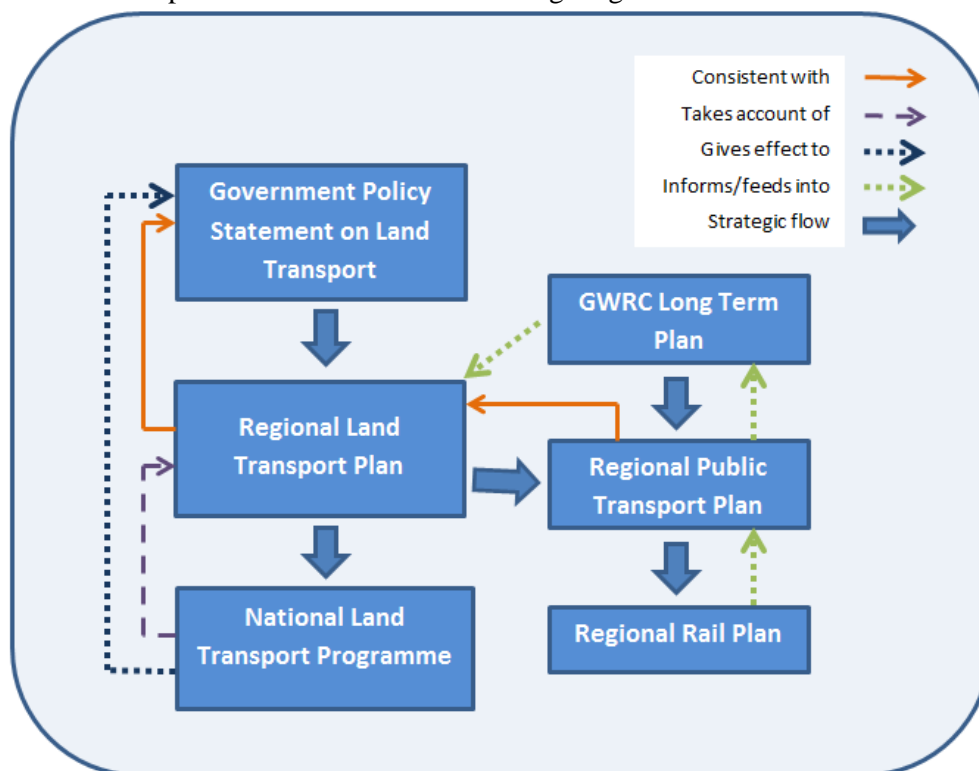
2. Strategic Framework

2.1 Relationship between plans

At the August meeting of the Committee, officers were requested to provide a report to a future Sustainable Transport Committee (STC) meeting, outlining the relationship between, and timeframes of, the Regional Rail Plan, the Regional Public Transport Plan, the Regional Transport Plan, and the Long Term Plan.

Regional Rail Plan 2010-35 (updated 2013)	Regional Public Transport Plan (PT Plan) 2014	Regional Land Transport Plan 2015	Long Term Plan 2015-25
Provides for long-term development of regional rail network. Not a statutory document but key aspects are incorporated into the PT Plan.	Sets overall direction for public transport in Region for next 10 years, and provides policies and actions to guide operations and improvement.	Sets out agreed strategic direction for development of Region's land transport network for next 10-30 years and a programme of proposed land transport activities over a six year period. Statutory document under LTMA.	Sets long-term Council direction including information and funding for major projects, activities, and programmes for next 10 years.
Elements (RS1 and DMU business case) being progressed to formal business case stage. Review initiated this year.	Review expected to start 2018, following PTOM bus going live and review of Rail Plan.	Mid-term review underway; focus on updating years 4-6 of the programme; due April 2018.	Under review; due 2018.

The relationships are illustrated in the following diagram:



3. Key initiatives and projects

3.1 RLTP 2015 mid-term review

A review of the Regional Land Transport Plan (RLTP) 2015 and update of activities/projects in the second three years of the programme must be finalised by the end of April 2018 and submitted to the NZ Transport Agency.

The Regional Transport Committee has completed a number of workshops to consider changes to transport pressures and issues, project progress, and any focus areas for years 4-6 of the RLTP programme. Over the next 3 months, the Committee will consider the updated activities and projects for years 4-6, and agree a draft RLTP update.

Several stakeholder workshops will take place in September to feed into the review. Full public consultation will only be required if there are significant changes to the RLTP.

3.2 Let's Get Wellington Moving (LGWM)

Technical work continues on developing and testing a range of interventions and scenarios for public consultation in November. Engagement with different groups and stakeholders also continues via a range of forums and meetings. A joint GWRC/WCC workshop on 11 September will allow councillor input to the scenarios prior to public consultation.

3.3 Sustainable Transport

The Wellington and Auckland Project Glow Wear runway shows were highly successful with 300 people attending each event on 12 and 26 August

respectively. Four Councillors from Auckland Council paraded garments as part of the Auckland show, which was sponsored by Mercury Energy. Engagement on the Project Glow Wear Facebook page is high (with a “reach” of over 96,000 people including about 7,000 “likes”), with people voting for the People’s Choice Award (sponsored by GWRC). The award will be decided on 10 September by the highest number of “likes” for a garment or accessory.

Promotions for Smart Travel over radio, Neighbourly, Facebook and MetService resulted in nearly 150,000 people reached through radio, 44,000 through Neighbourly and 8,000 through MetService. Just under 60,000 people were exposed to the content through Facebook which included a Wellington Saints basketball team video where views increased from 18,000 at the end of June to 41,000 by the end of August. On-going promotions and a focus on optimisation of the website and app will generate greater awareness and use of the app and website.

3.4 PTOM bus contracts and transition

Transition activities with Tranzit and Uzabus continue, with good progress being made. Tranzit has commenced small group meetings for people interested in work opportunities with the company. These meetings have been well attended to date with a mix of existing drivers as well as those new to the industry. Tranzit and Uzabus have secured the necessary depot sites around the Region and have placed orders for their new bus fleets.

Negotiations are continuing with NZ Bus and Mana to agree prices for the bus units that were directly appointed to them.

3.5 Fares and ticketing

Eight public meetings are being held across the Region providing opportunities for ratepayers and customers to ask questions about the proposed fares package. Submissions close on 18 September 2017, with a public hearing scheduled for 4 October 2017. Recommendations from the hearings committee are proposed to be brought to the October meeting of Council. The proposed fares package is intended to be introduced with PTOM bus contracts in mid-2018. This addresses various fares-related recommendations by the Committee at its August meeting.

3.6 Wellington city bus hubs

Consultation on the locations for the Johnsonville and Kilbirnie hubs has closed. Feedback from the consultation process is informing location recommendations that will be presented to both WCC and GWRC for endorsement. A request for tender for a professional services provider to assist in the delivery of the hubs has been released to market. The tender closes on 11 September and asks for the following services:

- civil works design
- shelter and facilities design
- consenting
- tendering and overseeing contracts for civil works, manufacturing and installation of hub facilities
- project management.

4. Metlink Public Transport – operational matters

4.1 Rail operations

4.1.1 Rail Services

A number of small Wairarapa timetable changes will be initiated on 19 November 2017. This change will increase the running time of some peak services by 2 or 3 minutes and realign arrival times at some stations to reflect the actual running time of the journey. Some off peak services will have around five minutes added to the total running time, again to reflect the actual running times of the services, and some will have slightly different departure times to enable better 'turnaround time' at destination stations to improve the overall robustness of performance.

These issues and changes were discussed at a forum that took place regarding the current performance issues on the Wairarapa Line. A range of other short and medium term initiatives were also discussed which will be reported on as investigations and testing are completed.

Testing and design work has commenced to allow the two Wairarapa carriage types to be coupled together providing more flexibility and capacity.

Longer term initiatives include a joint business case from KiwiRail and GWRC that is being prepared for submission to the Crown. The business case will seek funding to address issues with life expired track infrastructure.

4.1.2 Bus replacement services

In response to a resolution at the last STC meeting, officers continue working with Transdev Wellington to provide more efficient and convenient bus replacement services when trains are unable to run. This initiative has included a series of ongoing workshops targeting all end-to-end elements of communication and operation of block-of-line bus replacement services. Topics include bus specific timetabling, location of stops, route planning, signage and advertising.

4.1.3 Rail Assets

The new Waikanae park and ride site has now been completed and officially opened. The new park provides an additional 240 car parking spaces, bringing the park and ride total in Waikanae to over 500 spaces.

As part of the Haywards – SH2 Interchange improvements, NZTA has built a new park and ride facility (44 spaces) and a pedestrian bridge to access Manor Park Station. We are planning to replace the old wooden shelter at Manor Park, and install security cameras later this year.

The contractor is planning to commence work, in late October, on the Ava South Bridge, which had to be partially demolished after the November Earthquake. Expected completion is late March 2018. As the existing old brick shelter provides little protection from the weather, we are also planning to install a new shelter.

Officers have sought a legal opinion on the application of the Public Works Act to park and ride land in response to a resolution by STC at the August meeting.

4.2 Bus and Ferry operations

4.2.1 Service changes

Service changes resulting from the recent review of school bus services in the Newlands/Johnsonville/Churton Park area were successfully implemented on 28 August 2017.

An update to Metlink customer information systems to reflect actual operations of Porirua and Tawa school services occurs 18 September 2017.

Implementation of the service improvements for the Kapiti area are scheduled for 20 November 2017.

4.2.2 Special events and service disruptions

A landslide in the Ngaio Gorge caused significant disruptions to bus routes in the area. Khandallah and Ngaio services were re-routed with customers kept up to date via our Metlink website and Twitter. Diversions were in place for approximately 2½ weeks while the area was cleared and made safe. There is a risk of further closures in this area while rectification work continues.

4.2.3 Discontinuation of Kapiti Commuter Service (route 289)

Kapiti Coach Tours has advised they are cancelling the commercially operated Kapiti Commuter bus service between Waikanae and Courtenay Place because it is no longer economically viable. This service was exempt from both the current and new network as it duplicated existing rail and connecting bus services. The relevant timetable information will be removed from the Metlink website and on-street signs during September. Kapiti Coach Tours will directly advise their customers. The last day of service is Friday 15 September 2017.

4.2.4 Bus stops in Island Bay

In response to a resolution at the last STC meeting, officers have made a submission to WCC supporting the relocation of bus stops within the four proposed design options for The Parade and cycleway in Island Bay.

4.2.5 Subsidised ferry service to Shelly Bay

In response to a resolution at the last STC meeting, officers have made a submission to WCC advising that a subsidised ferry service from Shelly Bay to the CBD is not in GWRC's current plans.

4.3 Metlink customer services and information

The weather has caused many challenges in August with slips in the Ngauranga and Ngaio Gorges and on the Johnsonville Line causing the most significant disruptions. Customers have been kept up to date using text messages, push notifications on the app and regular tweets.

4.3.1 Digital – website, social media and app

Following the findings of the Office of the Auditor General (OAG) usability and accessibility report and feedback from customer experience research, 26

improvements to the Metlink website have been built and deployed. The most noticeable changes include:

- Contextual awareness of timetables. In the mornings, customers see their journey into Wellington as the default timetable. In the afternoons, this changes to the journey out of the CBD.
- More options to refine your journey planner trip – customers now select mode of transport and time of trip upfront – this has actually reduced the number of journeys searched.
- Locate is now in the top navigation – making it easier for customers to find attractions around Wellington and track their vehicles

5. Responses to public participation – 8 August 2017

Mike Mellor spoke about item 8 on the agenda – General Managers' report to the Sustainable Transport Committee meeting 8 August 2017.

Mr Mellor noted that he thought signposting on the approaches to various stations on the Johnsonville line was poor; Wayne Hastie responded that a project was underway to improve signposting at stations. Signposting on station approaches will be included in this.

Tony Randle spoke about item 6 on the agenda – Public Transport fares review – consultation.

Mr Randle asked why fares were going up; supported the introduction of off-peak fares; questioned why rail monthly passes had such a large discount compared with bus products; and whether cash tickets should increase as proposed, especially for one and two zone trips. GWRC is currently consulting on fares and Mr Randle was encouraged to make a submission on matters of concern to him.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Committee:

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

Report approved by:

Angus Gabara
General Manager
Public Transport (Acting)

Report approved by:

Luke Troy
General Manager
Strategy

Exclusion of the public**Report 17.345**

That the Committee:

Excludes the public from the following part of the proceedings of this meeting namely:

1. Update on PTOM and bus transition

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
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<i>1. Update on PTOM and bus transition</i>	<i>The information in this report relates to bus service contracting in the Wellington Region. Release of the information contained in this report would likely prejudice Greater Wellington Regional Council's (GWRC) negotiations with bus operators as the report outlines matters that are the subject of negotiation. GWRC has not been able to identify a public interest favouring disclosure of this particular information in the public proceedings of the meeting that would override this prejudice.</i>	<i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e to carry out negotiations without prejudice).</i>
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This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified above.