



Report 05.386
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Committee Passenger Transport Committee
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Wellington City Northern Suburbs Passenger Transport Services Study

1. Purpose

To advise the Committee on progress in the Wellington City Northern Suburbs Passenger Transport Services Study and to appoint a Committee member to the Reference Group.

2. Significance of Decision

The matters 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. Background

The Johnsonville line has been the subject of much discussion over many years. This has partly been due to the age of the rolling stock but also because there is some concern that the current operation may not be optimal.

It should be recognised that although the Johnsonville line is an entity in itself it is part of a wider system of passenger transport which needs to be integrated with land use planning in the area.

The Rail Business Case provided sound justification for the retention of current rail services in the Wellington region in order to satisfy the requirements of the then national funding agency Transfund New Zealand. The Rail Business Case anticipated that enhancements of the current rail operation should be justified by further investigation.

In the case of the Johnsonville line, the Rail Business Case justified a three year light refurbishment of the existing operation until further studies could be undertaken.

The purpose of this investigation is to be the very study that will determine the optimal passenger transport operation in Wellington's northern suburbs within

the context of any urban growth strategy for north Wellington and south into the Central Business District.

4. Comment

The consultant's brief for the study is provided for information in Attachment 1. This is a joint study on behalf of Greater Wellington Regional Council and Wellington City Council. The study is expected to be essentially complete by 1 July 2006. The study will involve significant public consultation as required by the Land Transport Management Act.

This is not a study about the future of the Johnsonville line although clearly this will be an issue the study will need to address. The study seeks to determine the form of the optimal public transport package for Wellington's northern suburbs within an urban growth spine from the northern suburbs into the Central Business District.

The consultants jointly appointed by officers of Greater Wellington Regional Council and Wellington City Council are Sinclair Knight Merz. This was a unanimous decision of the evaluating committee.

Section 8 of the consultant's brief identifies a Reference Group for the study. The Reference Group is not a decision making body. Decisions will be made by the Passenger Transport Committee of this Council and the Built Environment Committee of the Wellington City Council.

The Reference Group's purpose is to provide feedback on options and processes throughout the study. It is proposed that the reference group be made up of community representatives, a user representative, councillors and staff members from both Greater Wellington Regional Council and Wellington City Councils.

After discussions between Greater Wellington and the Wellington City Council the proposed membership of the Reference Group will be:

GWRC Councillor	To be appointed by GW
WCC Councillor	Mayor Prendergast
Community Representative	To be appointed by GW and WCC
User Representative	To be appointed by GW and WCC
GWRC Convenor	Mr Brennand
WCC Convenor	Mr Campbell

5. Communication

There is nothing additional to communicate at this stage.

6. Recommendations

That the Committee:

- 1. receive the report.*

2. ***appoint*** a member of the Committee to the study reference group.
3. ***approve*** the appointment of Mr Randle and Mr Efford to the reference group as community/user representatives.

Report prepared by:

Report approved by:

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Attachment 1: Consultant's brief