



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

26 October 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, 31 October 2017 at 1.30pm

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

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, 31 October 2017 in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 1.30pm

Public Business

		Page No
1.	Apologies	
2.	Declarations of conflict of interest	
3.	Public participation	
4.	Confirmation of the Public minutes of 19 September 2017 and 4 October 2017	Report 17.350 Report 17.386
		3 7
5.	Let's Get Wellington Moving programme update	Oral
6.	General Managers' report to the Sustainable Transport Committee meeting 31 October 2017	Report 17.383
		12
7.	Notice of motion – proposed presentation and report from Crs Blakeley, Kedgley and Ponter on self-funded trip to Canberra to investigate light rail developments: Cr Roger Blakeley	Report 17.427
		18
8.	Exclusion of the public	Report 17.429
		22

Public Excluded Business

9.	Confirmation of the Public Excluded minutes of 19 September 2017	Report PE17.351	24
10.	Update on PTOM and bus transition	Report PE17.423	26



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Please note that these minutes remain unconfirmed until the meeting of the Sustainable Transport Committee on 31 October 2017.

Report 17.350

19/09/2017

File: CCAB-20-345

Public minutes of the Sustainable Transport Committee meeting held on Tuesday, 19 September 2017, Level 3 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 10.00 am

Present

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

Public Business

1 Apologies

Moved

(Cr Staples/ Cr McKinnon)

That the Committee accepts the apology for absence from Councillor Staples and the apology for lateness from Councillor Kedgley.

The motion was **CARRIED**.

2 Conflict of Interest

There were no declarations of conflict of interest.

3 Public Participation

Rodney Lewington and James Turner presented a petition to the Committee on behalf of the Highbury Bus Action Group. The petition asks the Council to revoke its decision [regarding changes to Route 20] and commit to a Highbury bus service that links to Kelburn village, Victoria University, the Terrace, the railway station and Courtenay Place.

Noted: Officers agreed to send information about the patronage data used to inform the bus route change for Route 20 (the period the data was collected and the numbers of passengers who used the route at that time) to the organisers of the petition, and to also provide this information to the Committee.

4 Confirmation of the public minutes of 8 August 2017

Moved

(Cr Blakeley/ Cr Lamason)

That the Committee confirms the public minutes of the meeting of 8 August 2017, Report 17.284.

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 Bus Hubs – Johnsonville and Kilbirnie location

Rhona Hewitt, Manager - Bus and Ferry Networks, Infrastructure and Customer Transition, spoke to the report.

Report 17.334

File ref: CCAB-20-340

Moved

(Cr Blakeley/ Cr Laidlaw)

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.*

The motion was **CARRIED**.

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

Angus Gabara, General Manager, Public Transport (Acting), spoke to the report.

Report 17.305

File ref: CCAB-20-333

Moved

(Cr Brash/ Cr Gaylor)

That the Committee:

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

The motion was **CARRIED**.

Noted: Officers to provide the following information to the Committee relating to the Public Transport fares review:

- a. clearer information on the extent of use of existing 30 day bus passes;
- b. confirm the technical ability to use Snapper to continue delivering a 30 day bus pass;
- c. The likely cost of providing 30 day bus passes for zone bus travel and price points that would be equitable to similar train travel; and
- d. The implications of extension to discounted fare travellers – children, students, disabled.

8 **Exclusion of the public**

Report 17.345

File ref: CCAB-20-341

Moved

(Cr Laban/ Cr Gaylor)

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>
---	--	--

- | | | |
|---|--|---|
| <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> |
|---|--|---|

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.

The motion was **CARRIED**.

Councillor Donaldson informed the Committee that during the meeting she had been advised that Committee member, Evelyn Tuuta, had died. The Committee paid tribute to her life by observing a minute's silence.

The meeting closed at 11.25am.

B Donaldson
(Chair)

Date:



Please note that these minutes remain unconfirmed until the Sustainable Transport Committee meeting on 31 October 2017.

Report 17.386
04/10/2017
File: CCAB-20-366

Minutes of the Sustainable Transport Committee meeting held on Wednesday, 4 October 2017, in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 10:00am, and reconvened on Thursday, 5 October 2017, in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 9:30am

Wednesday, 4 October 2017

Present

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

Public Business

1 Apologies

Moved

(Cr Blakeley/ Cr Staples)

That the Committee accepts the apology for absence from Councillor Ponter.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 Process for considering submissions and feedback for the Better Metlink Fares review

Report 17.373

File: CCAB-20-354

Moved

(Cr Brash/ Cr McKinnon)

That the Committee:

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

The motion was **CARRIED**.

4 Feedback received on consultation document for the Better Metlink Fares review

Councillor Donaldson spoke to the report.

Report 17.382

File: CCAB-20-361

Moved

(Cr Staples/ Cr Blakeley)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Considers the information in this report and attachments in determining its findings and recommendations to Council.*

The motion was **CARRIED**.

Noted: The Committee agreed to consider further recommendations following its deliberations on the submissions.

5 Hearing of oral submissions

A timetable of oral submissions was circulated. There were changes to the scheduled timetable as some submitters spoke at different times and some organisations were represented by different personnel.

Oral submitters were heard in the following order:

Time	Submission number	Name and organisation
10:03-10:07	93	Andrew Dinsdale
10:09-10:13	387	Don S McDonald
10:14-10:25	499	Juliane Tandy, Anna Symons and Bridget Murphy, Community Networks Wellington
10:26-10:35	423	Dr Hugh Barr
10:35-10:50	444	Councillor Sarah Free, Wellington City Council
10:51-10:58	501	Ellen Blake, Living Streets Aotearoa
10:58-11:03	495	Sandra L Murray

The meeting adjourned at 11:03am and reconvened at 11:15am.

Time	Submission number	Name and organisation
11:16-11:25	21	Kent Duston
11:25-11:35	503	Tony Randle
11:36-11:41	18	Kirsten Julian

Councillors sought clarification from officers on matters raised by submitters between 11:41am and 11:58am.

Time	Submission number	Name and organisation
11:58-12:11	331	Andrew Kerr
12:14-12:20	383	Corwin Newall
12:22-12:31	456	Helene Donaldson
12:32-12:39	120	Rachael Bruce

The meeting adjourned at 12:40pm and reconvened at 1:15pm.

Councillor Lamason left the meeting while it was adjourned.

Time	Submission number	Name and organisation
1:16-1:19	492	Jane Wilson
1:26-1:29	452	Trish Enright
1:30-1:36	401	Jim Sim
1:37-1:52	308	Raewyn Hailes, CCS Disability Action Wellington

Councillors sought clarification from officers on matters raised by submitters between 1:52pm and 2:20pm.

Time	Submission number	Name and organisation
2:21-2:35	451	Chris Gosling, Wellington Institute of Technology and Whiteriea Community Polytechnic
2:35-2:45	386	Yvonne Weeber
2:46-2:53	474	Nikki Vander, Victoria University of Wellington

Councillor Lamason returned to the meeting at 2:47pm during the presentation of Victoria University of Wellington.

The meeting adjourned at 2:54pm and reconvened at 3:12pm.

Time	Submission number	Name and organisation
3:13-3:19	378	Sean Johnson and Jackson Lacy, Wellington City Youth Council
3:39-3:51	470	Rory Lenihan-Ikin, Victoria University of Students' Association
3:52-3:59	402	Chris Renwick
3:59-4:22	437 & 427	Murray Jasper and Lance Pratley
4:23-4:28	476	Jenny Fisher spoke on behalf for Mary Fisher

Councillors sought clarification from officers on matters raised by submitters between 3:19pm and 3:39pm.

Councillors sought clarification from officers on matters raised by submitters between 4:29pm and 4:56pm.

The meeting adjourned at 4:56pm and reconvened at 9:30am on Thursday, 5 October 2017.

Thursday, 5 October 2017

Present

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

Public Business

6 Apologies

Moved (Cr Blakeley/ Cr Ogden)

That the Committee accepts the apologies for absence from Councillors Laidlaw and Ponter.

The motion was **CARRIED**.

The Committee commenced its deliberations.

The meeting adjourned at 10:48am and reconvened at 11:02am.

The Committee then revisited Report 17.382 (see item 4) to address the further recommendations.

Moved (Cr Donaldson/ Cr Blakeley)

That the Committee:

4. *Recommends to the Council that it adopt Variation 3 to the Regional Public Transport Plan, enabling new fares policies to be enacted in time for the new bus network in mid-2018.*

5. *Recommends to the Council that it adopt the final fares package, incorporating changes proposed by the Committee, as follows:*
 - a. *Retain a 30-day bus pass for high frequency bus customers in zones 1 to 3 of the Metlink network at \$150.*
 - b. *Retain a 30 day bus pass for Eastbourne with the conditions and pricing to be confirmed.*
 - c. *Amend the proposal for a 25% discount for both blind and disabled customers to a 50% discount, with free travel for bona fide carers.*
 - d. *Amend the proposals for free bus connections with the rail monthly pass to be available in zones 4-14.*
 - e. *Retain return rail event tickets.*
6. *Recommends to the Council that it includes a budget provision of \$5.5m for the package in the Long Term Plan, noting that this amount includes a subsidy component from the NZ Transport Agency and that the package includes a 3% fare increase to come into effect with the new bus network in mid-2018.*
7. *Notes that final budget will be confirmed through the Long Term Plan process and will take account of farebox recovery, operational costs, and the rate share of public transport funding. If a different budget provision is required, fares could be adjusted accordingly.*
8. *Notes to the Council that a separate pricing project will be undertaken to review fare equity between modes and develop the capping approach as part of the transition to Integrated Ticketing.*

The motion was **CARRIED**.

The meeting closed at 12:36pm.

Cr B Donaldson
(Chair)

Date:



Report 17.383
Date 24 October 2017
File CCAB-20-364

Committee Sustainable Transport Committee

Authors Wayne Hastie, General Manager, Public Transport
Luke Troy, General Manager, Strategy

General Managers' report to the Sustainable Transport Committee meeting 31 October 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 RLTP 2015 mid-term review

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

Two stakeholder workshops, held during September, provided useful input to the review. Phases 1-3 of the review are now complete. Phase 4 is underway.

The Regional Transport Committee will consider the updated activities and projects for years 4-6 at a workshop on 30 October, and agree a draft RLTP update at its November meeting. The Committee will also make a decision on whether to carry out public consultation on the update at the November meeting.

3. Key initiatives and projects

3.1 Let's Get Wellington Moving (LGWM)

The focus over the past month has been on completing and bringing together the technical work, various assessments and background documents to inform the upcoming public consultation on four high level scenarios in November. During October, the LGWM Governance Group and Board have been closely involved in guiding the development of engagement material for public consultation.

3.2 Sustainable Transport

As part of NZTA's on-going investment in cycling, a joint commitment with ACC to create a National Cycling Education System was announced in July. Following announcements of funding being available in the 2017/18 year, GWRC's Pedal Ready programme received \$92,000 of additional funding to deliver cycle skills training in the region. This will be focused particularly on increasing Grade 2 (on-road) training to schools, community groups or workplaces within 2 km of projects funded through the Urban Cycleway Programme.

3.3 PTOM bus contracts and transition

Contracts for the two PTOM unit contracts with Mana were executed on 17 October 2017. This enables Mana to commence transition activities including ordering of new buses.

Negotiations of the five directly appointed units with NZ Bus are ongoing.

Transition activities with Tranzit and Uzabus are progressing to schedule.

Tranzit has lodged a resource consent application with WCC for electric bus charging poles and associated equipment at the Island Bay bus terminus. GWRC councillors and officers presented proposed bus stop changes, together with the proposed electric bus charging infrastructure, to the Island Bay Residents Association community meeting on 2 October 2017. The response from the community was supportive.

Tranzit's first single deck electric bus has rolled off the Tauranga production line and is currently undergoing certification. Although this bus will not be deployed in Wellington, it has been produced on the same technology platform that will be used for the electric double-decker buses due to commence services in Wellington from mid-2018.

Officers are currently working through unit timetables to confirm the starting timetables for the beginning of the PTOM bus contracts.

3.4 Fares and ticketing

A high level of engagement occurred with the Better Metlink Fares consultation in August and September – via social media channels, the website, public notices and a series of public meetings throughout the region.

Over 750 submissions were received on the proposed fares changes, with around 500 of those coming to GWRC via Metlink channels. The remainder of submissions were forwarded to GWRC via a Victoria University Students' Association web-based survey form. A public hearing was held on 4 and 5 October, with 26 submitters speaking to their submissions. Council will consider the recommendations from the hearing committee on 31 October.

Once endorsed by Council, the final fares package is expected to be implemented in the middle of 2018 – coinciding with the new bus PTOM contracts, Wellington bus network changes and the extension of Snapper bus ticketing across the entire bus network.

The Integrated Fares and Ticketing project – being delivered in partnership with the NZ Transport Agency and other regional councils – is progressing well in the concept phase. The indicative business case is complete and progressing through the necessary approvals. The next phase will be to initiate

a competitive, market-tested procurement for a next generation ticketing solution.

3.5 Wellington City bus hubs

A consultant has been appointed to provide professional services to undertake civil works design, bus shelter and facilities design, obtain consents, tender and contract for civil engineering work and manufacturing, contract supervision and project management. The work is scheduled to be completed in time for the new Wellington City bus network in mid-2018.

4. Metlink Public Transport – operational matters

4.1 Rail operations

4.1.1 RMTU Industrial Action

The Rail and Maritime Transport Union (RMTU), which represents many Transdev Wellington Ltd employees, held a 2-hour stop work meeting on 4 October to discuss with members the progress of Collective Employment negotiations. Collective Agreement negotiations are continuing under mediation.

4.1.2 Wairarapa Timetable Change

Wairarapa off-peak services are currently timetabled to have shorter journey times than during the peak. While patronage is lower than the peak, off-peak “dwell” times at stations are generally similar to or longer than at peaks because of the loading of bicycles and prams, for example. This has resulted in poor performance of the Wairarapa off-peak services. A timetable change is scheduled on 19 November to address this by increasing scheduled off-peak service journey times to match those for peak services.

4.1.3 Crown Business Cases

Two Crown business cases are being prepared jointly with KiwiRail for submission to Ministry of Transport on 1 November. The first covers KiwiRail network track infrastructure deferred renewals, which predominantly affect the Wairarapa Line. The second business case is to remove network constraints to enable increased capacity (more frequent and longer trains) to operate principally on the Hutt and Kapiti lines.

4.2 Bus and Ferry operations

4.2.1 Bus service changes

In September 2016 we reported to the Committee on the consultation on the school bus review that had commenced in 2015. At that meeting it was agreed that we would target a minimum patronage of 15 students per trip for a service to be considered viable. We agreed to work with schools to try to grow patronage for those services that did not meet the threshold, rather than simply stop the services.

Twelve months has now lapsed and we have again reviewed patronage and identified eight services that do not meet the thresholds and will therefore be stopped. Eight schools and a maximum of 20 students in total in Wellington city are affected. The affected schools have been contacted via phone and with follow up emails to confirm the decision and timing of the service removal. The schools were expecting the news and completely understood.

The services will continue to run until the end of Term 4 this year and not run from Term 1 2018. The choice in timing for this has been around making the most sense for the calendar and when parents plan travel for their children.

This information has been posted on the Metlink website, and subsequently has been tweeted via our service update process.

The Kapiti bus services review is to be implemented in November 2017. Changes to services include new timetables, a new Waikanae township service, dial-a-ride services converting to regular shopper services, and route changes in Otaki so more people have access to the service. Information on the changes will be available to customers in the next few weeks.

4.2.2 Trolley bus decommissioning

In accordance with Council decisions to discontinue the use of trolley buses, and as outlined at a recent Council workshop, GWRC have contracted Wellington Cable Car Limited (WCCL) to remove the overhead wires and associated infrastructure. Following a competitive tender process, WCCL contracted Broadspectrum to undertake the removal works and they in turn have subcontracts in place for aspects of that work such as disconnecting the power supply from the network and other specialist services. Removal of a disused section of overhead wires in the central city has commenced and the full decommissioning of the remaining sections of overhead wires will begin on 1 November 2017 and will continue for the next year.

Wellington Electricity Lines Limited, which owns the substations that supply power to the overhead network, have plans in place to decommission the substations.

The current remaining operational trolley buses are being phased out by NZ Bus over October with the final buses decommissioned on the day of the meeting. Seventeen of the 58 buses have been off the road for some time, and in accordance with their agreement with GWRC, NZ Bus have brought in 41 diesel buses from Auckland for the transition period until the introduction of new fleet, including the first 10 full battery electric buses, in mid-2018. Of the 41 diesel buses, three-quarters are Euro V and the remainder Euro IV.

4.2.3 Public Transport "Have a Go" Day

Approximately 25 people with disabilities and their families from across the region took part in a "Have a Go" day on Saturday 9 September at the Upper Hutt train station.

This event was run by "My Life My Way" and supported by Metlink and other stakeholders. The event aimed to increase confidence for public transport users with disabilities. This was done through active demonstrations and practice in getting on and off public transport vehicles in an environment which gave these customers the opportunity to do this in their own time.

For officers, this was also a chance to listen and learn first-hand from people with disabilities about their challenges and needs using public transport.

4.2.4 Parades, events, and road closures

The Te Reo Māori Language Week Parade took place in Wellington CBD on Monday 11 September 2017. To ensure the smooth running of the event in

conjunction with the continued operation of the bus network, Metlink officers stationed themselves at closed bus stops along the parade route to support customers. This proved to be invaluable as many customers required assistance with directions to temporary bus stops in order to continue their journeys.

The event was a success and there were minimal delays for public transport customers. Bilingual messaging on the RTI signs was well received by customers.

4.2.5 Service Reliability

In the lead-up to the new bus network and changes to bus operators in the middle of next year, officers will keep focusing on reliability, but expect that to become more challenging over the coming months as driver shortages or equipment failures may become harder to address by outgoing operators. To help minimise service disruptions, officers are monitoring reliability patterns and maintaining regular contact with operators.

4.3 Total Mobility

GWRC has entered into new contracting arrangements with Total Mobility customer eligibility assessors, now including improved availability of service for Wairarapa customers.

Officers have also initiated a customer newsletter with either email or standard post options. The newsletter contains useful information for Total Mobility customers, including reiterating the need to book wheelchair-accessible taxis in advance, especially in the evenings and on weekends when demand is high.

5. Responses to public participation – 19 September 2017

Rodney Lewington and James Turner presented a petition to the Committee on behalf of the Highbury Bus Action Group. The petition asked the Council to revoke its decision (regarding changes to Route 20) and commit to a Highbury bus service that links to Kelburn village, Victoria University, the Terrace, the railway station and Courtenay Place.

Officers agreed to send information about the patronage data used to inform the bus route change for Route 20 (including when the data were collected and patronage at that time) to the organisers of the petition, and to also provide this information to the Committee. This information was supplied to petition organisers and councillors on 12 October.

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:

Wayne Hastie
General Manager
Public Transport

Report approved by:

Luke Troy
General Manager
Strategy



Report **17.427**
Date 25 October 2017
File CCAB-20-379

Committee **Sustainable Transport Committee**

Notice of motion – proposed presentation and report from Crs Blakeley, Kedgley and Ponter on self-funded trip to Canberra to investigate light rail developments: Cr Roger Blakeley

Councillor Blakeley has given notice (refer [Attachment 1](#)) of his intention to move the following motion at the Sustainable Transport Committee’s meeting of 31 October 2017:

“That the Sustainable Transport Committee on 31 October 2017 receives a presentation and written report from Crs Blakeley, Kedgley and Ponter on their self-funded trip to Canberra to investigate light rail developments.”

Attachment 1 contains background information in support of the notice.

Attachment 1 to Report.....

Notice of Motion on Presentation from Crs Blakeley, Kedgley and Ponter to the Sustainable Transport Committee on 31 October 2017 of Report on Self-funded Trip to Canberra to Investigate Light Rail Developments.

Purpose

To make an oral and written presentation to the Sustainable Transport Committee on 31 October 2017 from Crs Blakeley, Kedgley and Ponter on their self-funded trip to Canberra to investigate light rail developments.

Background

The group that visited Canberra comprised Crs Blakeley, Kedgley and Ponter, accompanied by Cr Chris Calvi-Freeman, Strategic Transport Portfolio Lead of Wellington City Council, from 27 to 29 September 2017. The purpose was to investigate the development of the Canberra light rail project currently under construction. In particular, the focus was on the background political and community engagement processes, project design and evaluation, economic analysis, business case, project costs, financing and management. The objective was to gather evidence that could be relevant and useful for consideration of proposals for mass transit, including light rail, in Wellington, and which could be reported back to GWRC, WCC and NZTA and the *Let's Get Wellington Moving* Project.

The delegation was accompanied by two private sector transport experts: Dr Neil Douglas, transport economist and Don Wignall, independent transport planner. They were also self-funded.

The delegation met with high-level Australian Capital Territory (ACT) government officials (Director-General and her Deputy of Transport Canberra), and were given a guided tour of the project by the CE of Canberra Metro and the Project Director of Light Rail, Transport Canberra. The delegation also met with Meegan Fitzharris, Minister for Transport and Minister for Health, ACT, who outlined how the processes of public engagement, project evaluation and political decision-making were managed.

When the ACT government first announced its intention to investigate light rail for Canberra, the proposal was met with strong public skepticism and opposition. Light rail was a 'hot' issue in the 2015 ACT state elections. The Liberal party promised to 'can' light rail if elected. On the other hand, the Labour and Greens parties included Canberra light rail within their election manifesto, which gave them a mandate to implement that after their election.

The reason for choosing to visit Canberra was because of similarities between Canberra and Wellington. Canberra is a vibrant, growing city. It has a population of 450,000, similar to that of the Wellington region. After years of debate, Canberra is now building a 12 km light rail route from the outlying suburb of Gungahlin to the city centre. A proposal for light rail in Wellington, from the eastern suburbs to the CBD, has a similar length of line and projected cost.

We also recognise that there are differences between Canberra and Wellington. Canberra has wide avenues with ample median strips, which make it well suited to

light rail. Wellington has narrower streets in a more geographically constrained city, which provides challenges for engineering, cost management, and disruption during construction. Canberra currently has low public transport usage (7%) compared with Wellington, but it still has similar congestion problems to our city, and Canberra recognises the need to '*reduce reliance on private vehicle travel*', '*consider alternative modes*' and '*enhance the liveability of the central city*' (all objectives of LGWM). Another difference is that when the ACT Government decided to undertake light rail, they could fund it without the need to get the agreement of an external funding agency - the Federal Government was only a minor contributor to the project.

Comment

Briefings from the Minister and top officials, and the tour of the new network, led us to conclude that Wellington can learn valuable lessons from Canberra. The evidence collected, and lessons relevant to Wellington, cover issues such as:

- *Community engagement and political decision-making.*
- *The need for clear objectives.* There are two objectives for Canberra light rail: 1) to build future transport capacity and public transport patronage, and 2) to revitalise the city through sustainable urban redevelopment along the light rail corridor.
- *Reasons for choosing light rail over other options such as bus rapid transit.*
- *Economic analysis.* The business case shows a benefit-cost ratio (BCR) of 1.2, comprising transport, health, environmental, climate change, land-use benefits, and wider economic benefits.
- *Project delivery.* Canberra awarded a A\$707 million public-private-partnership contract to the Canberra Metro consortium to build, operate and maintain the initial 12km phase of Canberra's light rail network. Under the public-private-partnership, the consortium carries the risk, in a contract for a fixed price and an agreed completion date.
- *Sources of funding and affordability.*
- *Project governance and management.*
- *Timeline.* Light rail will be operational in late 2018, only two and a half years after the contract was signed.

Canberra has shown that light rail can be a preferred proposition, provided sound, professional analysis is developed in an open process that draws on community knowledge and political support.

The presentation to the committee will report on the relevance to Wellington of the learnings, and give evidence on all of the above issues.

Communication

It is recommended that this report be made to the Sustainable Transport Committee (STC) in an open public process. This follows the same process whereby the Project Director of LGWM makes a regular report to the STC.

If the Committee agrees to the presentation, it is proposed that Cr Chris Calvi-Freeman is able to contribute to the presentation and answer questions from members of the committee.

Cr Calvi-Freeman also proposes to arrange for a report by the four Councillors to the Strategy Committee of Wellington City Council (WCC).

It is proposed that the correct channel of communication for the written report is through the GWRC and WCC representatives to the LGWM Governance Group.

Motion

"That the Sustainable Transport Committee on 31 October 2017 receives a presentation and written report from Crs Blakeley, Kedgley and Ponter on their self-funded trip to Canberra to investigate light rail developments".

Moved by Councillor Roger Blakeley
Seconded by Councillor Daran Ponter



20/10/17

11/13/17
11/14/17

Exclusion of the public**Report 17.429**

That the Committee:

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

1. *Confirmation of the Public Excluded minutes of 19 September 2017*
2. *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>
1. <i>Confirmation of the Public Excluded minutes of 19 September 2017</i>	<i>The information in these minutes relates to bus service contracting in the Wellington Region. Release of the information contained in these Minutes would likely prejudice Greater Wellington Regional Council's (GWRC) negotiations with bus operators as they refer to 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>
2. <i>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 GWRC's 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>

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.