



## Report 19.58

20/02/2019

File: CCAB-20-650

### **Confirmed minutes of the Sustainable Transport Committee meeting held on Wednesday, 20 February 2019, in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 9:31am**

#### **Present**

Councillors Donaldson (Chair), Blakeley, Brash, Gaylor (from 9:39am), Kedgley, Lamason, McKinnon, Ponter, Staples, and Swain (until 10:34pm).

Marama Tuuta.

## **Public Business**

The Chair read aloud a letter received from Phil Gibbons, Chief Executive Officer, Sport Wellington, thanking the Committee for its support of Wellington Round the Bays 2019.

### **1 Apologies**

*Moved*

*(Cr Staples/ Cr Blakeley)*

*That the Committee accepts the apologies for absence from Councillors Laban, Laidlaw, and Ogden, and the apology for early departure from Councillor Swain.*

The motion was **CARRIED**.

### **2 Declarations of conflict of interest**

There were no declarations of conflict of interest.

### **3 Public Participation**

Frank Cook, Peter Cook, and Karen Smyth, Mount Cook Mobilised, gave a presentation to the Committee regarding the Mount Cook Bus Shelter.

Melanie Short, Metlink: Not coming your way, spoke to item 8 on the agenda, *Implementation of the new Wellington bus network - February update*.

Dawn Meredith, Upu Laumatia, and Kara Lipski spoke to the bus service to Strathmore Park.

Chris Horne spoke to item 8 on the agenda, *Implementation of the new Wellington bus network - February update*.

Peter Kitchenman gave a presentation to the Committee in relation to item 8 on the agenda, *Implementation of the new Wellington bus network - February update*.

Mike Mellor spoke to item 8 on the agenda, *Implementation of the new Wellington bus network - February update*.

Councillor Gaylor arrived at the meeting during Public Participation at 9:39am.

**4 Confirmation of the Public minutes of 5 December 2018 and the Public Excluded minutes of 5 December 2018**

*Moved*

(Cr McKinnon/ Cr Brash)

*That the Committee confirms the Public minutes of the meeting of 5 December 2018, Report 18.586, and the Public Excluded minutes of the meeting of 5 December 2018, Report PE18.588.*

The motion was **CARRIED**.

**5 Action items from previous Sustainable Transport Committee meetings**

**Report 19.9**

File ref: CCAB-20-638

*Moved*

(Cr Gaylor/ Cr Lamason)

*That the Committee:*

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

The motion was **CARRIED**.

**Noted:** The Committee requested officers provide a timeframe to work with NZ Transport Agency to identify opportunities for nationwide tailpipe testing of bus emissions.

Councillor Swain left the meeting during discussion of item 5 at 10:34am.

**6 Presentation from Transdev**

Angus Gabara, Manager, Rail Operations, introduced Ian Ladd, Managing Director, Kris Parkin, Service Planning Manager, and Mike Fenton, Chief Operating Officer, Transdev, to the Committee.

Kris Parkin gave a presentation to the Committee regarding Transdev's proposal for the Melling Block of line Interchange, as an alternative when the Hutt Valley Line will be closed to enable works for the overhead line replacement project. The proposed route will involve trains from Wellington Station to Melling Station, where the train will connect with two buses. One bus will service the lower Valley and the other bus will service the upper Valley.

Kris Parkin advised the Committee that the first trial of the alternative replacement is planned for the period between 10 to 13 March, the second trial between 31 March to 3 April, with a full review to take place following.

Kris Parkin identified some risks, including connection times with other Metlink buses, slower journey times, different stopping patterns, as well as any unknown factors. The post-trial review will identify any amendments to improve the service, and will show whether further trials may be required before making the new proposal a permanent solution.

Mike Fenton presented the Committee with an update on Transdev staffing, including a summary of recent disruptions:

- 94% of timetabled train services were delivered
- 0.4% of services were cancelled due to lack of staff availability.

Mike Fenton noted that since Transdev took over operations in July 2016, staffing has increased by 9% and the annual turnover of drivers is averaging around 3.5%. Due to a convergence of unforeseen events, over the next two months Transdev forecasts driver turnover to increase to 12%. To mitigate the challenge that this presents, Transdev has implemented some remedial actions:

- Doubled recruitment intakes for locomotive engineers
- Eight trainees are expected to finish their training within the next six months, four other trainees began their course in February 2019, and a further 12 trainees are planned to commence training during 2019
- Replacement bus services will be utilised on the lowest patronage services on the Johnsonville Line.

Mike Fenton noted the training requirements for new locomotive drivers are comprehensive, and takes approximately nine months to complete before a new driver may drive a locomotive alone.

## **Report 19.27**

File ref: CCAB-20-642

*Moved*

*(Cr Lamason/ Cr Brash)*

*That the Committee:*

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

The motion was **CARRIED**.

The meeting adjourned at 11:14am and reconvened at 11:25am.

## 7      **Presentation from NZ Bus**

Zane Fulljames, Chief Executive Officer, NZ Bus, gave a presentation to the Committee regarding NZ Bus and the implementation of the new Wellington bus network, noting:

- NZ Bus's high aspirations, but disappointment at not meeting customer, staff, and Metlink/Council expectations
- Current driver shortages (although predictions show drivers should be back to full capacity by the end of the calendar year)
- The service performance between 3 and 18 February, including the days impacted by Tramways Union ratification meetings which has resulted in favourable contractual terms, and therefore, stable industrial relations for the next two years
- The current schedule requires 260 drivers, and NZ Bus has contracts with 231 drivers, meaning there is an 11% shortfall which results in 2.1% cancelled trips on weekdays
- Only one of five new trainee drivers are expected to make it through the driver training school
- A way that NZ Bus is managing the gap is to make short-term assignments of some services to other operators to deliver in the interim
- That NZ Bus is competing with a limited pool of resources, and multimedia advertising of recruitment opportunities has been invested in, including a staff referral scheme. Looking at recruitment of new trainee drivers off-shore is now being considered
- The double-decker buses which were delayed are confirmed as en route, and expected to arrive next week. These double-decker buses are expected to relieve some of the capacity issues.

### **Report 19.49**

File ref: CCAB-20-647

*Moved*

*(Cr Ponter/ Cr Kedgley)*

*That the Committee:*

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

The motion was **CARRIED**.

## **8 Implementation of new Wellington bus network - February update**

Wayne Hastie, General Manager, Strategic Programmes, spoke to the report, noting that section 5.1.5(a) refers to some changes to the Rail timetable, and that the transfer times have increased to 12 minutes (from 10 minutes).

### **Report 19.14**

File ref: CCAB-20-616641

*Moved*

*(Cr Blakeley/ Cr Ponter)*

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Notes that Terms of Reference for Stage 2 of the Post Implementation Review will be presented to the meeting of the Committee on 20 March 2019.*
4. *Requests the Chief Executive to prioritise the Eastern suburbs, then the Southern, Western and Northern suburbs of Wellington, and report back with a timeline for the staged approach within the Terms of Reference.*
5. *Notes that the timing of implementation of the outcomes from the Post Implementation Review will be contingent on a number of matters including the need to ensure that operators have sufficient buses and drivers, contractual negotiations and rescheduling of drivers' rosters.*
6. *Notes that a direct service to and from Wellington Station and Wellington Zoo has been introduced on a four-month trial basis at a cost of approximately \$44,000.*
7. *Notes that route 14 has been extended from Hataitai to the Kilbirnie hub.*
8. *Notes that additional direct peak services have been introduced on route 27 (Vogeltown to the Central Business District) on a cost-neutral basis.*
9. *Notes that two key factors have severely and adversely impacted on the planned improvements to the bus network from 3 February 2019, and resulted in highly distressing experiences for many commuters:*
  - a. *At short notice , advice was received from NZ Bus about a delay in the arrival of the 17 double decker buses*
  - b. *There has been significant driver shortage at NZ Bus.*
10. *Notes that the problem of driver shortages is not unique to Wellington and is being experienced in other cities, e.g. Auckland and Tauranga and other areas of the professional drivers' sector, e.g. trains and trucks.*

*11. Requests the Chief Executive to convene a forum of all relevant stakeholders to seek a co-ordinated national approach to resolving driver shortages.*

*12. Requests the Chief Executive to report back urgently on measures that he has taken with NZ Bus to restore satisfactory services to all routes.*

The motion was **CARRIED**.

**Noted:** The Committee requested that the reporting of cancelled trips is reflected in a number as well as a percentage.

**Noted:** The Committee requested officers report back on the possibility of adding a midnight service from Courtenay Place to Strathmore Park.

**7 General Managers' report to the Sustainable Transport Committee meeting on 20 February 2019**

Greg Pollock, General Manager, Public Transport, spoke to the report.

**Report 19.12**

File ref: CCAB-20-639

*Moved*

*(Cr Staples/ Cr Brash)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Notes that officers will develop and implement further commercial double-decker wrap promotions as a premium and limited product.*
- 4. Notes that a bus wrapping product will need to be developed and tested with the market prior to the creation of an organisational approach to bus wrapping.*
- 5. Endorses the actions taken by officers for matters set out in this report.*

The motion was **CARRIED**.

**Noted:** The Committee requested that officers consider a more direct level of engagement with customers following further trials of the double-decker bus wrapping.

The meeting closed at 1:21pm.

Cr B Donaldson  
(Chair)

Date: