



If calling, please ask for Democratic Services

Transport Committee

Thursday 16 February 2023, 9.30am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council,
100 Cuba St, Te Aro, Wellington

Quorum: *Seven Members*

Members

Cr Nash (Chair)

Cr Woolf (Deputy Chair)

Cr Bassett

Cr Connelly

Cr Duthie

Cr Gaylor

Cr Kirk-Burnnand

Cr Laban

Cr Lee

Cr Ponter

Cr Ropata

Cr Saw

Cr Staples

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

Transport Committee

Thursday 16 February 2023, 9.30am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council,
100 Cuba Street, Te Aro, Wellington

Public Business

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Transport Committee
16 February 2023
Report 23.11



For Information

FRONTLINE PUBLIC TRANSPORT STAFF WORKFORCE ISSUES

Te take mō te pūrongo

Purpose

1. To provide the Transport Committee (Committee) with an update on the current status of frontline staff workforce issues impacting the Metlink bus and rail network.

Te tāhū kōrero

Background

Bus network

2. Under the current bus partnering contracts, it is the responsibility of the bus operators to recruit and train bus drivers.
3. To operate the full Metlink bus network timetable, approximately 650 bus drivers are required. Currently, we are approximately 120 bus drivers short of a full establishment
4. Our two largest bus operators (Tranzurban and NZ Bus) do not currently have sufficient driver numbers to operate to their full contracted timetables. High numbers of unplanned cancellations are being seen across the network.
5. Bus driver shortages are a nationwide issue and are also impacting urban networks overseas.

Rail network

6. Under the current rail partnering contract, it is the responsibility of the rail operator (Transdev) to recruit and train its frontline staff (this includes train drivers, train managers and passenger operators).
7. To operate the Metlink rail network timetable, Transdev require the following frontline staff:

Frontline staff	Staff required	Current number	In training/recent graduate
Locomotive Engineers (Train Drivers)	114	112	-
Train Managers	111	93	9
Passenger Operators	84	48	25

8. Rail safety regulations limit the number of hours/trips that frontline staff can work.
9. The current temporary speed restrictions (TSRs) across the rail network have exacerbated the impact of frontline staff shortages, as it takes more time to complete services.
10. Frontline rail staff shortages are an international issue.

Initiatives undertaken to mitigate impacts of frontline staff workforce issues

11. Metlink has undertaken the following key actions in an effort to alleviate the impacts of frontline staff workforce shortages.

Bus

12. To improve bus driver numbers we have:
 - a **Funded wage increases:** Officers have played a key role in the discussions on Living Wage with our partners and stakeholders. All bus operators across the Metlink network now pay their drivers at a minimum an average of \$27 an hour. In addition, we are currently working with Waka Kotahi to implement the \$61m (Climate Emergency Response funding) to further increase wages.
 - b **Lobbied Government to change immigration rules:** Councillors and officers have actively lobbied for changes to immigration rules. Immigration rules have changed, now making it easier for our operators to bring in drivers from overseas.
 - c **Improved driver conditions:** The following initiatives support the continued improvement of driver conditions: Split shifts and part-time shifts have been reduced (by increasing interpeak frequencies); Driver facilities (toilets and rest areas) are being improved on a continual basis; Roll-out of free sanitary and incontinence products for bus and rail staff at key locations across the network.
13. To improve certainty for customers across bus we have:
 - a **Temporarily suspended trips:** Metlink and operators have removed peak trips from timetables and rosters that were likely to have been cancelled anyway (based on reduced frontline staff resources). This has meant reduced service levels in published timetables but has meant increased certainty of service for customers.
 - b **Route/trip prioritisation:** We have worked with operators on cancellation processes in an effort to ensure some routes/trips are not disproportionately impacted (e.g. wherever possible, do not cancel: school trips; end of day trips; consecutive trips). We acknowledge that frontline resource constraints impact the ability for operators to implement these processes.
14. Metlink has implemented a revised Key Performance Indicator regime with bus operators. A key change under the revised regime is to measure operator performance against daily reliability targets. Abatements are applied if reliability performance thresholds are not met; performance bonuses are applied if reliability performance thresholds exceed targets.

Rail

15. To improve certainty for customers across rail we have:

- a **Temporarily suspended trips:** Metlink has removed peak trips from timetables that were likely to have been cancelled anyway (based on reduced frontline staff resources). This has meant reduced service levels in published timetables but has meant increased certainty of service for customers.
- b **Route/trip prioritisation:** We have worked with the operator on cancellation processes in an effort to ensure some routes/trips are not disproportionately impacted (e.g. wherever possible: do not cancel: trips serving schools; end of day trips; consecutive trips; rail cycle services). Rail is contractually required to provide bus replacement when rail services are not run. Note that due to the bus driver resource constraints, the operator in conjunction with Metlink selectively provides bus replacements. We acknowledge that frontline resource constraints and rail safety requirements impact the ability for operators to implement cancellations in accordance with these processes.

Frontline staff recruitment

16. The paragraphs below outline the efforts undertaken by our operators to recruit frontline staff.

NZ Bus

17. NZ Bus has advised that they are undertaking/have undertaken the following measures to improve driver numbers:
- a Under new ownership, recruitment in the region is the number one priority to lift overall service reliability for Metlink customers in the Wellington region and NZ Bus' overall recruitment campaign represents an investment of more than \$1.5 million.
 - b NZ Bus has increased its domestic recruitment activities in the region and is undertaking a series of recruitment advertising campaigns and direct targeting initiatives over the coming months to supplement the overall recruitment focus. The company is seeing a significant lift in local driver applications with 15 new drivers joining the company already this year.
 - c Recruits are paid during training.
 - d NZ Bus is currently running an overseas recruitment campaign and approximately 100 suitable candidates (for the Wellington Region) have accepted offers of employment.
 - i Eight new drivers have already arrived in the country, with approved visas; they are undergoing training and the necessary licence requirements. Without delay from Waka Kotahi's licence processing, NZ Bus estimates that these new drivers should be on the road in the next 6-8 weeks.
 - ii A further 25 new drivers will be arriving later this month. They will immediately enter the NZ Bus training program and should be on the road in early April.
 - iii In addition, a further 44 overseas driver candidates are awaiting visa approval and if successful will arrive in Wellington over the coming weeks to start their induction programme.

18. NZ Bus hopes to have two cohorts of overseas drivers in training every month for the next three months. This is subject to satisfactory and timely visa application preparation, processing, and approvals.

Tranzurban

19. Tranzurban has advised that they are undertaking/have undertaken the following measures to improve driver numbers and reliability to customers:
 - a Tranzurban is actively recruiting in a number of overseas territories to cover a shortfall in drivers across approximately 40 shifts (a mix of full-time and part-time) in Wellington City and Porirua.
 - i Job offers to 17 overseas drivers have been made and, with immigration processing going to plan, should start their local training from early to mid-March.
 - ii A further 19 potential drivers are at the interview phase and, if they are offered employment and with immigration processing going to plan, should start their local training early to mid-April.
 - iii More drivers are needed in the short to mid-term to account for annual and other leave, and the normal levels of staff attrition. Tranzurban intend to continue to bring in up to 10 drivers from outside the region to help cover the expected shortfalls until they have a full driving team.
 - b In the Hutt Valley, there are three vacancies and Tranzurban has seven local recruits in training at various stages, who are expected to be rostered into service in early to mid-February.
 - c Tranzurban is launching a new local recruitment campaign in February – via multiple channels including radio, social media, community engagement, bus advertising, and at universities (with students coming back in to Wellington). The campaign is focused on attracting new talent into the industry and encouraging a younger demographic to take up driving roles across the network. Tranzurban has seen an uptake in local interest in driving roles over the past month and is optimistic about the results this new campaign will achieve.
 - d Recruits are paid during training.
 - e Ensuring that these local and overseas prospects get behind the wheel is the focus now. Tranzurban believes that Wellington will start seeing some results of local recruitment efforts from early to mid-March and the positive impacts of overseas recruitment from early to mid-April.

Transdev

20. Transdev has advised that they are undertaking/have undertaken the following measures to improve frontline staff numbers:
 - a Transdev has developed a new marketing campaign using social media.
 - b Training schools have increased in frequency with a reduced minimum quota. In addition, training did not stop during the Christmas and New Year holiday period

- c In order to increase resilience on the network, training has expanded to now include a Train Manager module for Passenger Operators. This enables those with the right skills to be able to fulfil the role of a Train Manager in the event of staff absence.

21. Recruits are paid during training.

Return to full timetabled services

Bus

- 22. It will take some time for the bus operators to achieve their full complement of drivers, even with significant numbers being recruited from overseas.
- 23. A return to full delivery of services is expected to occur steadily over a number of months with a gradual reduction in cancellation numbers.
- 24. If operators achieve their recruitment targets, we plan to reinstate suspended services from Term 3 2023.

Rail

- 25. From 29 January 2023, rail timetables returned to full timetabled service.
- 26. Despite the return to full timetabled services, services are still being bus replaced due to frontline staff shortages and TSRs.
- 27. As the rail operator’s frontline staff shortages reduce and TSRs are removed, we expect to experience reductions in the level of bus replacements. This will occur over a number of months.

Ngā tūāoma e whai ake nei

Next steps

- 28. Officers will provide the Committee with updates as required.

Ngā kaiwaitohu

Signatories

Writer	Matthew Lear – Manager, Network Operations, Metlink
Approvers	Melissa Anderson – Manager, Operations and Partnerships, Metlink Samantha Gain – General Manager, Metlink

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Frontline workforce issues have a direct impact on service levels. "Reviewing performance trends related to public transport activities" is a specific responsibility set out in the Committee's Terms of Reference.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Frontline workforce issues have a direct impact on service levels. Certain performance measures in the 2021-31 Long-Term Plan relate to service levels.
<i>Internal consultation</i> No other departments were consulted in preparing this report.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report.

Transport Committee
16 February 2023
Report 23.10



For Information

PUBLIC TRANSPORT PERFORMANCE - DECEMBER 2022

Te take mō te pūrongo

Purpose

1. To update the Transport Committee (the Committee) on current performance of the public transport network.

Te horopaki

Context

2. Metlink has access to information that helps to better appreciate and understand the performance of its public transport network.
3. Over time, Metlink looks forward to continuing to strengthen our insight, expertise, and capability.
4. To enable the public to easily access this information, operational reports are updated monthly when the information becomes available and are then published on the Metlink website.
5. **Attachment 1** contains an overview (including commentary) of the key results in Metlink's monthly performance report for December 2022.
6. Due to data reporting constraints, full information on January's performance for all modes will not be available in time for this meeting. An overview of bus performance for January will be tabled at this Committee meeting.

January Service Levels

7. Metlink acknowledges that service levels for many customers declined in January as frequency, capacity and span of hours reduced.

January timetables – Bus

8. From 4 January 2023 to 27 January 2023, Metlink services operated on a reduced timetable (Saturday plus).
9. The decision to move to a Saturday plus timetable was made for the following reasons:
 - a In the month of January, Metlink observes lower patronage on the network than at other times during the year.
 - b Operating a Saturday plus timetable with fewer trips (and therefore lower driver resource requirements) would provide certainty of services.

- c Lower driver resource requirements would enable current drivers and operations staff a chance for rest and holidays – acknowledging pressures on available driver resource at a time of national driver shortage
 - d Utilising existing timetables meant that operators had pre-prepared driver schedules.
10. Time constraints meant that insufficient analysis was undertaken on potential patronage levels. This led to unanticipated capacity issues on certain routes at certain times directly impacting customers. As soon as this became apparent officers worked hard with independent bus operators to increase capacity on these routes.
 11. In the event of future service reductions, officers will ensure that planning includes contingencies for capacity to meet demand.
 12. Officers acknowledge that our communication could have and should have been done in a timelier manner to allow customers to plan ahead.

January service levels – Rail

13. From 13 December 2022 and through January, approximately 13% of services on the Metlink rail network were subject to pre-planned cancellations on a daily basis, as our rail operator had higher than usual amounts of staff unavailability. Full services resumed on 29 January 2023.

Te tātaritanga Analysis

Bus performance – December 2022

14. Bus service levels continue to be impacted by frontline staff workforce issues. A report entitled Frontline Staff Workforce Issues (Report 23.11) is on the agenda for consideration at this meeting, this report provides detail on the impact of workforce issues on service levels.
15. Bus passenger boardings for December 2022 were 1.5 million. Boardings over the month were 79.6% of November 2022 boardings. December 2022 boardings were 103.6% of boardings for the same month in 2021, when New Zealand was under Orange of the COVID-19 Protection Framework.
16. The reliability metric is a measure of services deemed to have run. Reliability for December 2022 was 90.1%, compared to 90.3% in November 2022.
17. The punctuality metric is a measure of services departing from origin, leaving between one minute early and five minutes late. Punctuality for December 2022 was 94.8%, compared to 94.1% in November 2022.

Rail performance – December 2022

18. Rail services have been significantly impacted by rail staff availability issues which has impacted service levels. From 13 December 2022, a number of services were cancelled on a daily basis (as planned cancellations), targeted to services that would affect the fewest customers. Report 23.11 provides further information on frontline workforce issues impacting the network.

19. Rail services have also been severely affected by ongoing speed restrictions caused by the risk of slips on the slopes either side of Pukerua Bay.
20. Rail passenger boardings for December 2022 were 0.7 million. Boardings over the period were 107.8% of December 2021 boardings, when New Zealand was under Orange of the COVID-19 Protection Framework. This compares to November 2022 boardings being 105.8% of boardings for the same month in 2021.
21. Reliability in December 2022 was 81.6% compared to 88.0 % in November 2022, while punctuality was 79.1 %, compared to 78.3 % in November 2022.

Bus replacements

22. In December 2022, 31.0% of the rail services replaced by buses were unplanned, compared to 51.3% in November 2022. The higher than usual number of unplanned bus replacements is due to staff shortages and ongoing speed restrictions on the Kāpiti Line (which has led to some services being bus replaced between Paekākāriki and Waikanae).
23. Planned bus replacements to allow upgrade works across the network continue on a regular basis. There was a near full rail network shutdown over the Christmas break.

Ferry performance - December 2022

24. Ferry services have operated as per their usual timetable.
25. Boardings for December 2022 were 154.7 % of boardings for the same month in 2021, when New Zealand was under Orange setting of the COVID-19 Protection Framework. In November 2022, boardings were 108.1 % of boardings compared to November 2021.

Fare revenue – December 2022

26. In December 2022, there was a budget shortfall of \$7.8 million (-78 %) for the month across bus and rail services, of which \$2.2 million has been due to the government half-price fares initiative. Including the government funding of the half-price fares, the budget shortfall was \$5.6 million (-56%) for the month.
27. The budget shortfall (excluding the government funding of half-price fares) in December was slightly higher than the \$6.9 million (-69 %) for November 2022.
28. For the year to date (1 July 2022 to 31 December 2023), the budget shortfall was \$42.4m (-71%), of which, \$17.5m was due to the half-price fares and \$24.9m due to lower patronage post COVID-19.
29. The budget does not include ferry fare revenue as harbour ferry services operate under a different (net) PTOM contract. Unlike the bus and rail operators, the ferry operator has revenue responsibility for its Metlink ferry services. However, given the nature of net contracts, any significant fluctuation in ferry fare revenue may impact the amount of subsidy required to recover the operating costs. Year to date, there has been no major change to operator payments.

**Ngā āpitihanga
Attachment**

Number	Title
1	Metlink performance report – December 2022

**Ngā kaiwaitohu
Signatories**

Writers	Linda Cocker –Transport Data and Reporting Specialist Matthew Lear –Network Operations Manager
Approvers	Fiona Abbott – Manager, Assets and Infrastructure Melissa Anderson – Manager, Operations and Partnerships Samantha Gain – General Manager, Metlink

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> "Reviewing performance trends related to public transport activities" is a specific responsibility set out in the Committee's Terms of Reference.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Certain performance measures in the 2021-31 Long-Term Plan relate to matters reported on in the operational performance report.
<i>Internal consultation</i> No other departments were consulted in preparing this report.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report.



December 2022 – for the GWRC Transport Committee

This report contains a summary of key information for December 2022. It provides insight into the performance of our public transport network with a focus on patronage, reliability, punctuality, and complaint trends.

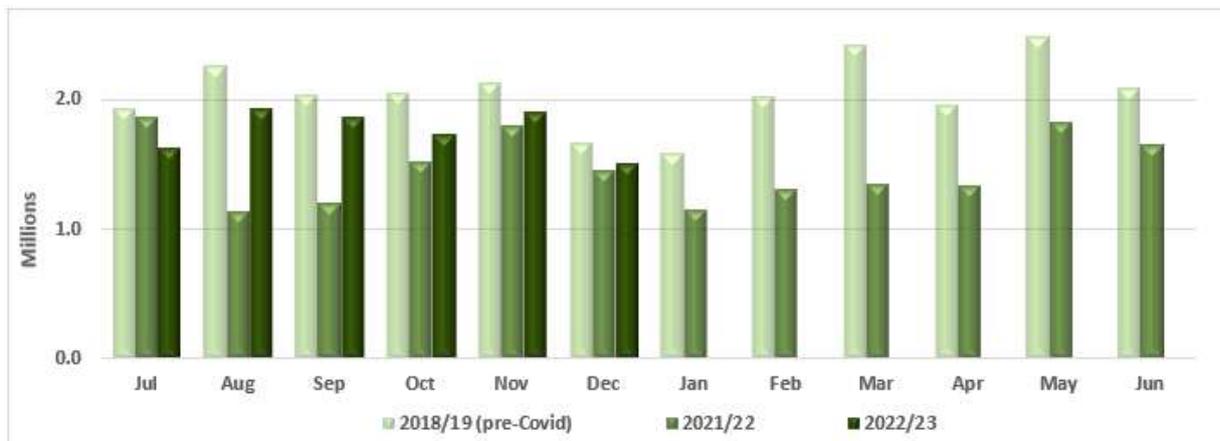
Full monthly performance reports are available under ‘Performance of our network’ on the Metlink website:
<https://www.metlink.org.nz/>

Patronage

In December 2022, we saw increased passenger boardings when compared to the same month last year – in December 2021 NZ was under Orange of the Covid-19 Protection Framework.

Bus Passenger boardings

December bus passenger boardings were 3.6% higher than the same month last year, and 17.8% higher for the year to date - in December 2021 NZ was under Orange of the Covid-19 Protection Framework.



Boardings by area - current month

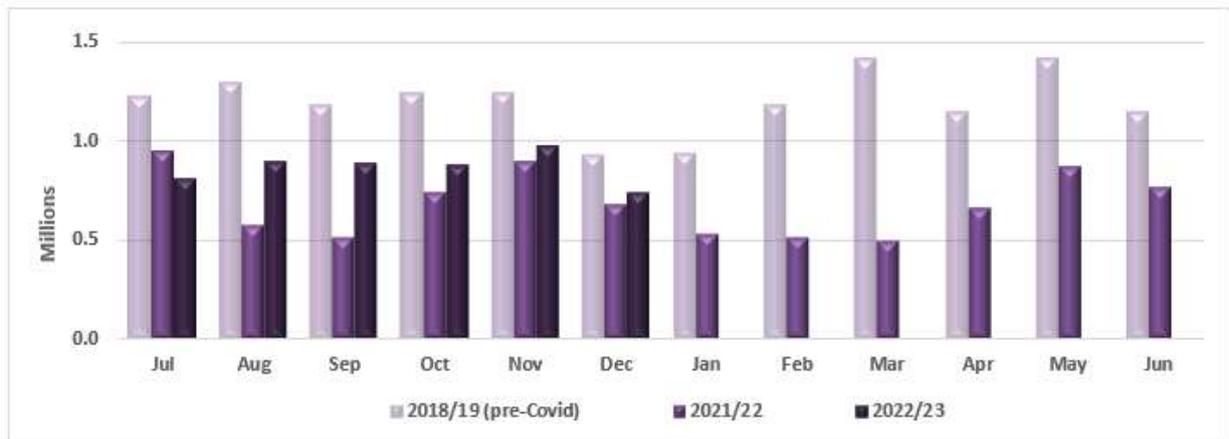
	Dec-22	Dec-21	% Change
Wellington	1,119,295	1,092,856	2.4%
Hutt Valley	302,019	282,485	6.9%
Porirua	52,656	51,371	2.5%
Kapiti	36,666	31,284	17.2%
Wairarapa	8,846	8,001	10.6%
Total	1,519,482	1,465,997	3.6%

Boardings by area - year to date (Jul - Dec)

	2022/23	2021/22	% Change
Wellington	7,814,756	6,616,549	18.1%
Hutt Valley	2,057,878	1,755,282	17.2%
Porirua	396,446	357,526	10.9%
Kapiti	278,312	224,565	23.9%
Wairarapa	74,858	61,295	22.1%
Total	10,622,250	9,015,217	17.8%

Rail Passenger boardings

December rail passenger boardings were 7.8% higher than the same month last year, and 19.1% higher for the year to date - in December 2021 NZ was under Orange of the Covid-19 Protection Framework.



Boardings by line - current month

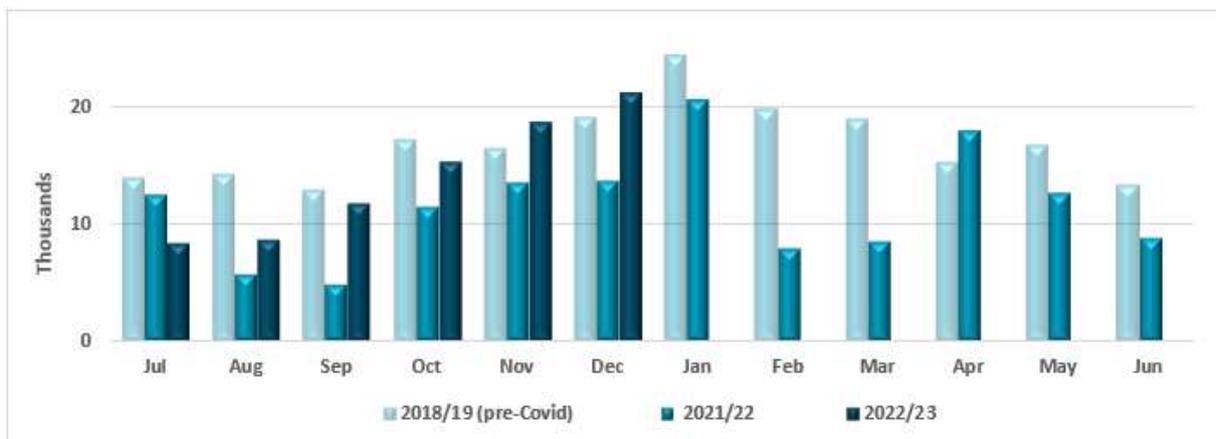
	Dec-22	Dec-21	% Change
Hutt Valley	311,417	291,235	6.9%
Kapiti	292,324	272,102	7.4%
Johnsonville	85,005	73,619	15.5%
Wairarapa	42,307	41,440	2.1%
Total	731,053	678,396	7.8%

Boardings by line - year to date (Jul - Dec)

	2022/23	2021/22	% Change
Hutt Valley	2,210,591	1,888,594	17.0%
Kapiti	2,061,583	1,742,101	18.3%
Johnsonville	597,137	455,971	31.0%
Wairarapa	284,368	238,968	19.0%
Total	5,153,679	4,325,634	19.1%

Ferry Passenger boardings

Ferry boardings show an increase of 54.7% on the same month last year, and a 36.2% increase for the year to date - in December 2021 NZ was under Orange of the Covid-19 Protection Framework.



Boardings - current month

	Dec-22	Dec-21	% Change
Total	21,075	13,623	54.7%

Boardings - year to date (Jul - Dec)

	2022/23	2021/22	% Change
Total	83,573	61,347	36.2%

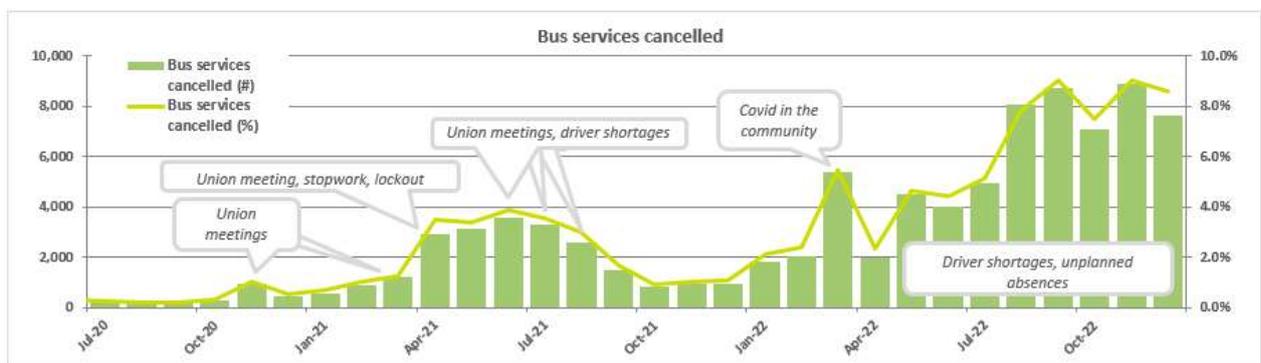
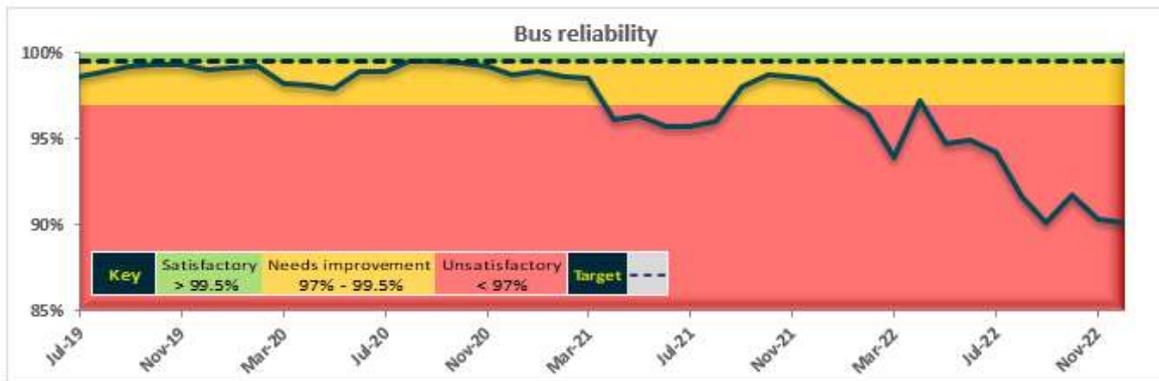


Bus service delivery

Reliability

The bus reliability measure shows the percentage of scheduled services that actually ran, as tracked by RTI and Snapper systems.

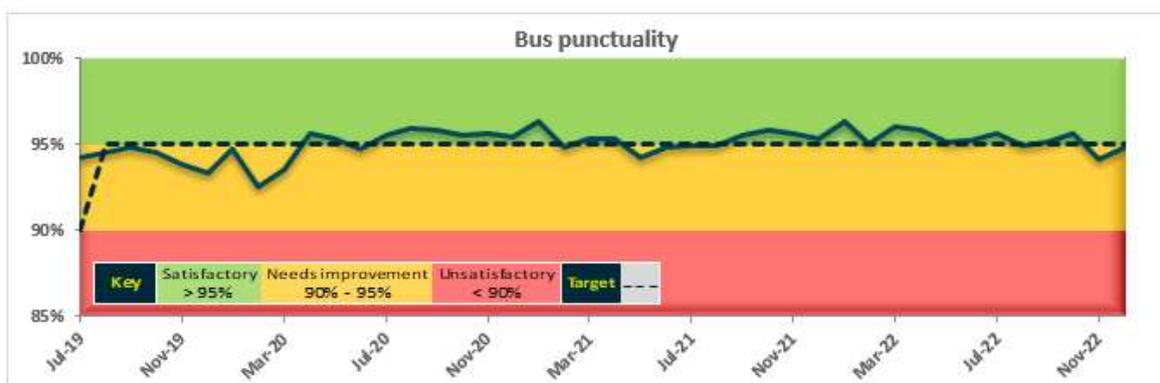
In December, 90.1% of bus services were delivered, and 91.4% for the year to date. Reliability continued to be significantly impacted by increased cancellations, due to driver shortages and unplanned absenteeism.



Punctuality

We measure bus punctuality by recording the bus departure from origin, leaving between one minute early and five minutes late.

Bus service punctuality was 94.8% in December, and 95.0% for the year to date. Punctuality this month has been impacted by some network disruptions, and traffic congestion. Some lateness can also be attributed anecdotally to cancellations of other services.





Rail service delivery

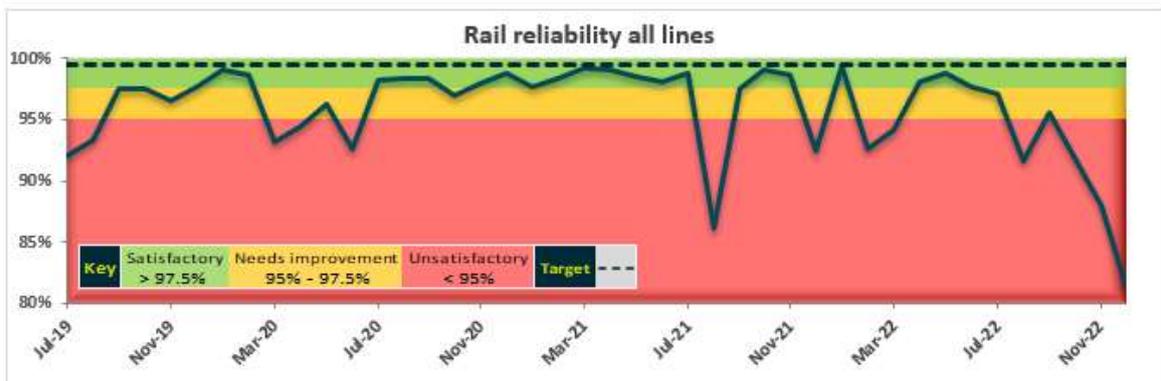
Attachment 1 to Report 23.10

Reliability

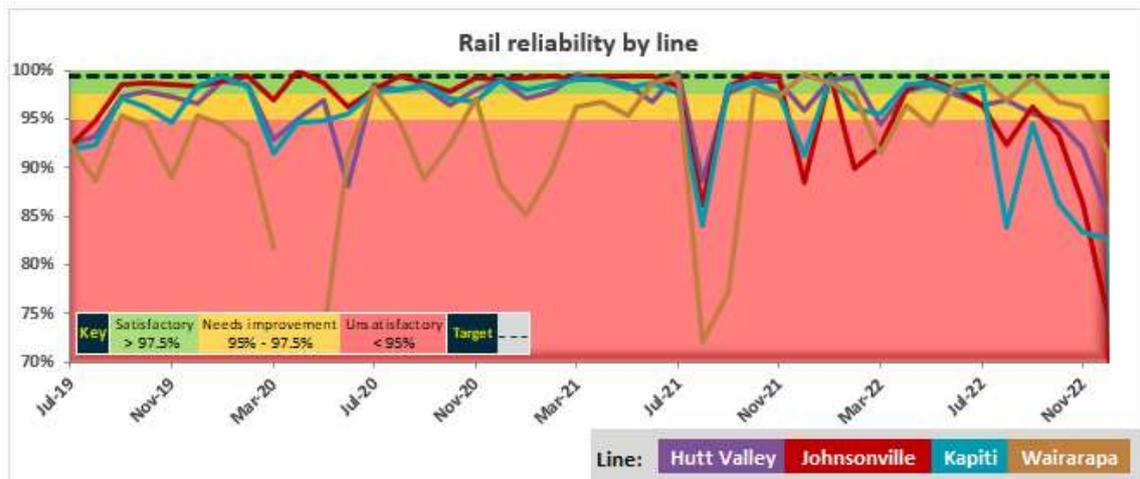
The rail reliability measure shows the percentage of scheduled services that depart from origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service.

Rail service reliability was 81.6% in December, and 91.0% for the year to date.

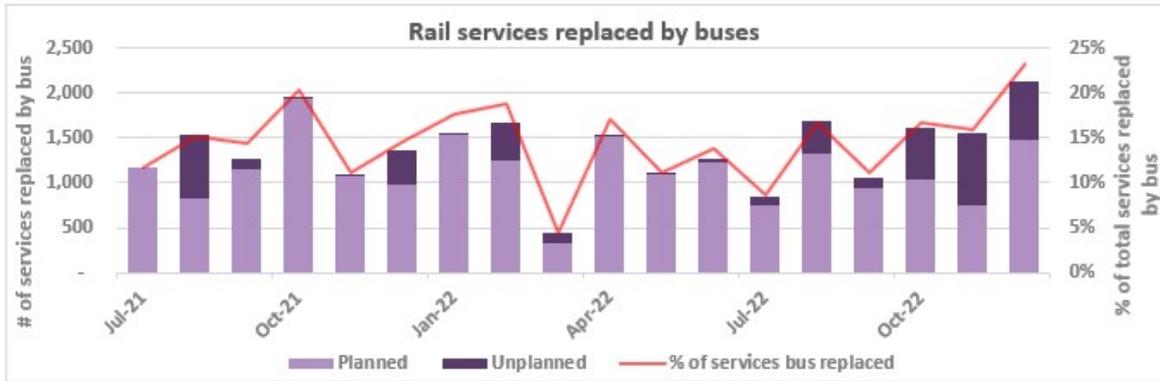
Services continued to be disrupted by several slips at Pukerua Bay, resulting in significant speed restrictions in the area, with some services terminated at Paekakariki to ensure the timetable was able to be met on the rest of the network - passengers were shuttled by bus between Paekakariki to Waikanae. Seasonal illness and absence issues have also continued – some services were cancelled on a daily basis, and this is due to continue until 29th January.



The following graph shows reliability by each rail line. Please note that all Wairarapa services were replaced by buses for the month of April 2020, as indicated by the gap in the graph for the Wairarapa line.



In December, 23.3% of rail services were replaced by buses, compared to 15.9% the month before. Attachment 1 to Report 23.10

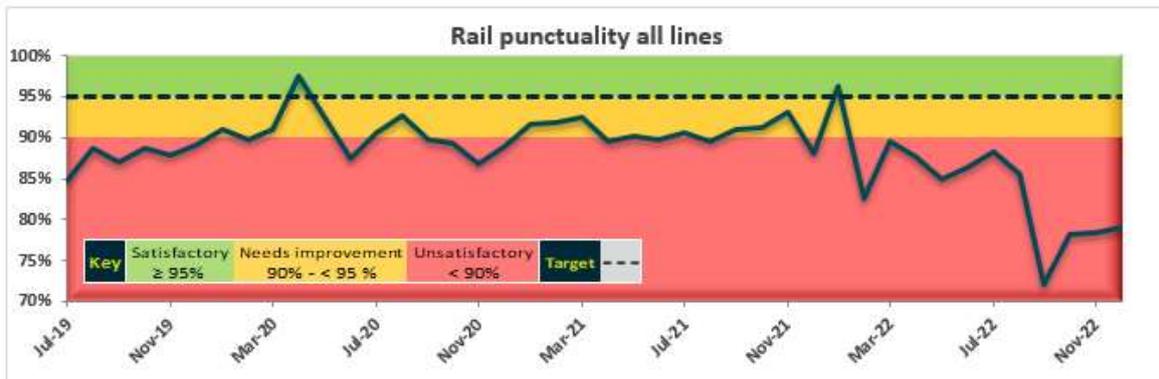


Punctuality

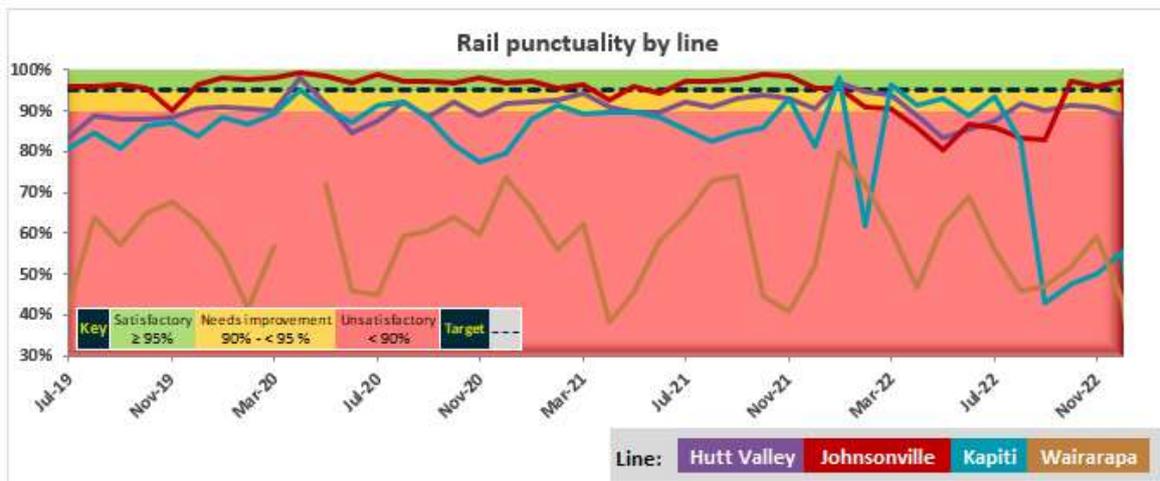
The rail punctuality measure records the percentage of services arriving at key interchange stations and final destination within five minutes of the scheduled time.

Punctuality for December was 79.1%, and 80.3% for the year to date.

Speed restrictions, caused by slips on the Kapiti line, significantly affected punctuality again. The Wairarapa line continued to be significantly affected by worksite and speed restriction delays - the speed restrictions were in place for KiwiRail upgrade work.



The following graph shows punctuality by each rail line. Please note that all Wairarapa services were replaced by buses for the month of April 2020, as indicated by the gap in the graph for the Wairarapa line.



Fare revenue

Attachment 1 to Report 23.10

Bus and rail fare revenue

The table below compares revenue received for fares on bus and rail, compared to budgeted fare revenue.

In April 2022 the Government introduced half-price fares – numbers reported here are for actual fare revenue, without adjustment for any additional Waka Kotahi funding during the half-price fares period.

There was a budget shortfall of \$7.8m (-78%) in December, and a shortfall of \$42.4m (-71%) for the year to date – of the \$42.4m shortfall, \$17.5m is attributable to the half-price fares scheme and \$24.9m to lower patronage post Covid-19.

Fare revenue - current month

	Dec-22	Budget	Excess/Shortfall
Bus	1,193,778	5,627,121	- 4,433,343
Rail	953,421	4,357,420	- 3,403,999
Total	\$ 2,147,199	\$ 9,984,541	-\$ 7,837,342

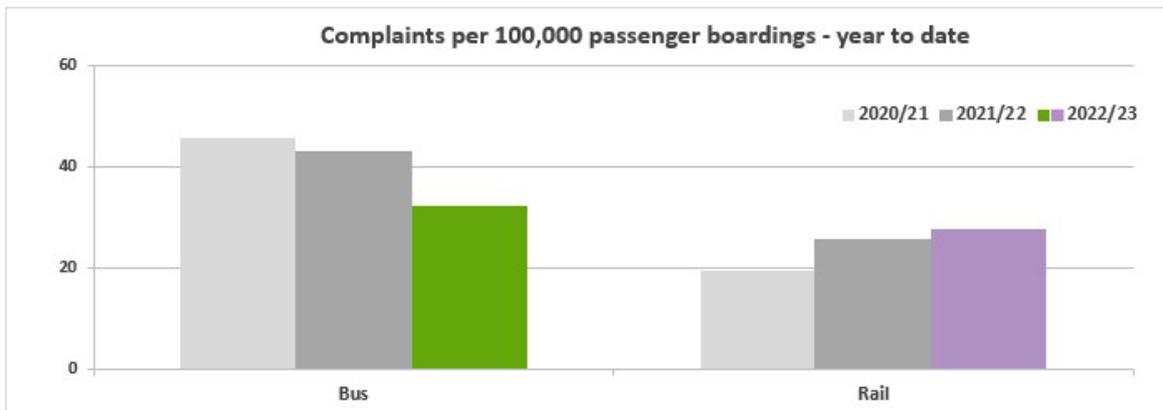
Fare revenue - year to date (Jul - Dec)

	2022/23	Budget	Excess/Shortfall
Bus	8,754,042	33,762,726	- 25,008,684
Rail	8,748,941	26,144,520	- 17,395,579
Total	\$17,502,983	\$59,907,246	-\$ 42,404,263

Complaints

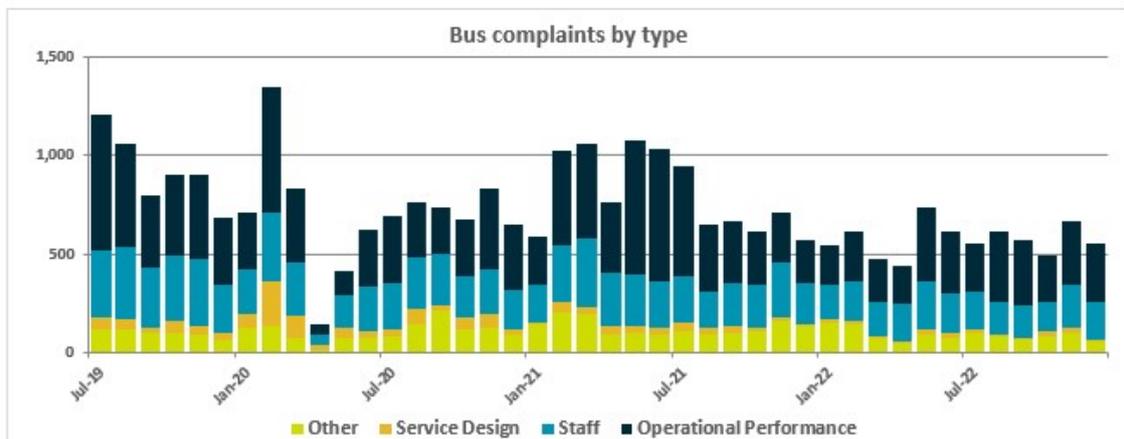
Complaints volume

To compare complaint volumes, Metlink reports the number of complaints per 100,000 passenger boardings. The graph below shows that complaint volumes relative to passenger boardings are higher for bus than rail.



Bus complaints

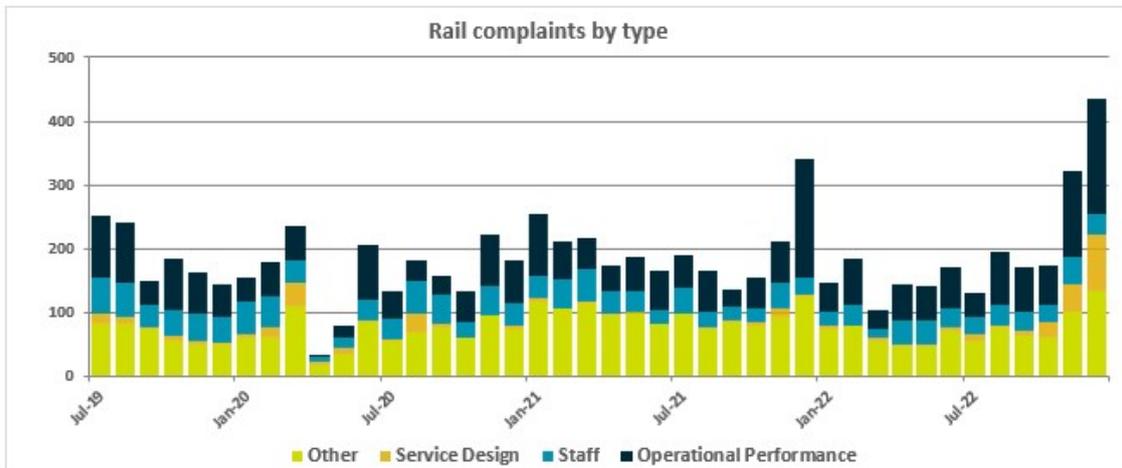
Bus complaints for the month were 3.0% lower than in December last year, and 17.2% lower for the year to date. Operational performance and staff related complaints were 83% of bus complaints for the month.



Rail complaints

Attachment 1 to Report 23.10

Rail complaints for December were 27.9% higher than the same month last year, and 19.5% higher for the year to date. Operational performance and staff related complaints were 53% of rail complaints for the month. With cancellations due to staff shortages, and speed restrictions due to slope issues, we have seen a higher number of complaints in recent months.



Transport Committee
16 February 2023
Report 23.12



For Decision

REGIONAL PUBLIC TRANSPORT PLAN 2024-34 REVIEW

Te take mō te pūrongo

Purpose

1. To advise the Transport Committee of the commencement of a review of the Regional Public Transport Plan (RPTP).

He tūtohu

Recommendations

That the Committee:

- 1 **Agrees** that officers commence a review of the Regional Public Transport Plan.
- 2 **Notes** that the review is being undertaken to confirm the next network 'unit' structure in anticipation of procurement of new bus operating contracts and to address planned strategic changes and opportunities arising from the Land Transport Management Act Amendment Bill 2023, including potential establishment of the Sustainable Public Transport Framework.
- 3 **Notes** that the review is expected to be completed by August 2024.
- 4 **Notes** that this review will be aligned with a number of other key Greater Wellington strategic plans including the 2024 Greater Wellington Long Term Plan (LTP), the Wellington Regional Land Transport Plan (RLTP) and the Waka Kotahi National Land Transport Plan and Funding Bid (NLTF).

Te tāhū kōrero

Background

2. Under section 119(1) of the Land Transport Management Act 2003 (LTMA), a regional council which enters into contract for the supply of any public transport service and provides financial assistance to any operator or user of any other passenger service in a small passenger service vehicle, must adopt a RPTP.
3. A regional council may, by resolution at any time, vary or renew a regional public transport plan previously adopted by it (LTMA section 119(2)). Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (RPTP 2021-31) was adopted by Council on 29 June 2021 (see Report 21.168).

4. As set out in section 117 of the LTMA, the purpose of a RPTP is to provide a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure, and an instrument for engaging with the public in the region on the design and operation of the public transport network. An RPTP is a statement of:
 - a The public transport services that are integral to the public transport network; and
 - b The policies and procedures that apply to those services; and
 - c The information and infrastructure that supports those services.
5. The Wellington RPTP is primarily a policy document that sets out our approach to achieving the objectives for public transport set out in the Wellington Regional Land Transport Plan, the Government Policy Statement on Land Transport, and Greater Wellington Long Term Plan. High level objectives, targets and performance measures for public transport are set in these documents rather than in the RPTP.

Legal requirements

6. The statutory requirements for preparing the RPTP are set out in Part 5 of the LTMA. The Plan's statutory purpose is to provide:

“A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and

An instrument for engaging with the public in the region on the design and operation of the public transport network; and

A statement of the public transport services that are integral to the public transport network; the policies and procedures that apply to those services; and the information and infrastructure that support those services.”
7. The RPTP is based on five principles from the LTMA:
 - a Greater Wellington and public transport operators should work in partnership to deliver the public transport services and infrastructure necessary to meet the needs of passengers
 - b The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency and coverage necessary to encourage passenger growth
 - c Competitors should have access to regional public transport markets to increase confidence that services are priced efficiently
 - d Incentives should exist to reduce reliance on public subsidies to cover the cost of providing services
 - e The planning and procurement of services should be transparent.
8. Section 124 of the LTMA requires Greater Wellington before it adopts the RPTP, to be satisfied that the Plan:
 - a Contributes to the purpose of the LTMA

- b Has been prepared in accordance with any relevant guidelines issued by Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - c Is consistent with the Regional Land Transport Plan (RLTP)
 - d Has applied the five principles specified above.
9. Section 124 of the LTMA also requires Greater Wellington to take account of the following matters when preparing the RPTP:
- a Any national energy efficiency and conservation strategy
 - b Any relevant regional policy statement, regional plan, district plan or proposed regional or district plan under the Resource Management Act 1991
 - c The public transport funding likely to be available within the region
 - d The need to obtain best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services
 - e The views of public transport operators in the region.
10. Greater Wellington is also required to consider the guidelines issued by Waka Kotahi for the purposes of developing RPTPs and the needs of people who are transport disadvantaged.

Te tātaritanga

Analysis

11. While the LTMA does not set time-cycles for the review of RPTPs, Greater Wellington needs to commence a review to:
- a Confirm the next network 'unit' structures in anticipation of the commencement of procurement processes for new bus operator contracts beginning in early 2025
 - b Addressing any Public Transport planning requirements and opportunities arising from the LTMA Amendment Bill 2023 including potential establishment of the Sustainable Public Transport Framework
 - c Reviewing our RPTP policy framework to facilitate and enable future decisions
 - d Capture expected strategic changes around assets control particularly in relation to Greater Wellington owning / controlling public transport assets
 - e 'Signal' significant capital and operational projects to support business cases
 - f To review and potential refresh the priorities, strategic objectives and key targets for public transport in the mid to long term.

Preparing for strategic changes including asset ownerships, network design and commercial contracts

12. In 2021, the Greater Wellington undertook several internal strategic reviews which included lessons learned on the current Public Transport Operating Model (PTOM) as it currently works in the Wellington region.

13. During these reviews, it was identified that the current operating model, at times did not incentivise long term, holistic planning and investment in strategic public transport assets. As a consequence, Metlink officers were directed to investigate the potential ownership of strategic public transport assets.
14. An early example of this workstream was the identification of a ‘Southern Depot opportunity’ in Rongotai which Greater Wellington started leasing from 1 January 2023. If this site is developed it will significantly change how our bus network contracts are structured.
15. This RPTP is somewhat timebound by both funding requirements (LTP, NLTF) and procurement timeframes for large service contracts. Greater Wellington’s funding for any significant new strategic project from 2024-27 will need to be captured by the end of this calendar year at the latest. Hence one of the key drivers of a timely RPTP review will be to capture our strategic ambitions to align with both funding and procurement timelines.

Unit design to prepare for procurement

16. The LTMA requires that a regional council, through its RPTP:
 - a identifies the public transport services that are integral to the public transport network that the regional council proposes to provide; and
 - b provides an outline of the routes, frequency, and hours of operation of the services
 - c arranges all of the public transport services that are integral to the public transport network into ‘units’.
17. These units form the basis of public transport services contracts under PTOM. Units are bundles of services of varying size; e.g. Unit 2 East-West Spine comprises 10 bus routes, while Unit 20 Wellington Airport Service comprises one bus route. With greater asset control and ownership these units are likely to significantly change to maximise both asset efficiency and commercial outcomes.
18. In June/July 2027, nine of the unit contracts for bus services expire. These contracts commenced in June/July 2018, have a nine-year life, and are currently held predominantly by Tranzit Group, with one of the contracts (Unit 14) held by Uzabus.

Unit contracts expiring in 2027

Unit	Operator	Commencement Date
1 - North-South Spine	Tranzit Group	15 July 2018
4 - Khandallah/Aro	Tranzit Group	15 July 2018
7 - Brooklyn/Owhiro	Tranzit Group	15 July 2018
9 - Lower Hutt	Tranzit Group	17 June 2018
10 - Upper Hutt	Tranzit Group	17 June 2018
11 - Wainuiomata	Tranzit Group	17 June 2018

13 - Porirua	Tranzit Group	15 July 2018
14 - Kāpiti	Madge Coachlines t/a Uzabus	15 July 2018
15 - Wairarapa	Tranzit Group	29 April 2018

19. Formal procurement and transition process takes approximately two years; one year for the procurement and a further year for any transition from one contract/operator to another. This timeframe means that Greater Wellington’s procurement process will need to be in place by early 2025 so we can go to market for the next contracting round. Seven further bus unit contracts will expire in 2030.
20. An important preparatory element for procurement will be confirmation of the future unit structure and size. This will be a core function of the RPTP development process for this review (it was not a consideration for the RPTP 2021-2031 review as the majority of contracts were already in place during the review period).
21. Determination of future unit structure will be influenced by a range of considerations including changes to Waka Kotahi Procurement Manual and guidance through the PTOM replacement (see next section), our ability and interest in procuring non-traditional services including On-Demand through this tendering process, and the outcomes of the network review we will be conducting during the review period.

LTMA Amendment Bill 2023

22. In August 2022, the Government announced the establishment of the Sustainable Public Transport Framework (SPTF) to replace the Public Transport Operating Model (PTOM) which has been operating since 2013 and is the current policy and legislative framework for the planning, procurement, and delivery of bus and ferry public transport services.
23. The SPTF comprises four key objectives:
 - a Public transport services support mode shift from private motor vehicles, by being integrated, reliable, frequent, accessible, affordable, and safe
 - b Employment and engagement of the public transport workforce is fair and equitable, providing for a sustainable labour market and sustainable provision of public transport services
 - c Well-used public transport services reduce the environmental and health impact of land transport, including by reducing reliance on single occupancy vehicles and by using zero emission technology, and
 - d Provision of services supports value-for-money and efficiency from public transport investment while achieving the first three objectives.
24. Enacting the SPTF requires legislative change through amendments to the LTMA, to be led by Ministry of Transport (MOT), and the development of enabling and supporting operational policy and guidance, to be delivered by Waka Kotahi.
25. The Minister of Transport has directed Waka Kotahi to develop operational policy to give effect to the four key objectives of the SPTF and to develop operational policy to

support more specific reforms, including the following set out in the Minister's letter of expectation to the Chair of Waka Kotahi dated 30 August 2022:

- a To protect and improve bus driver terms and conditions, ensuring:
 - i bus drivers have the opportunity to maintain employment if there is a change of operator
 - ii the substantive terms and conditions of bus drivers are not negatively impacted by a change of operator; and
 - iii the terms and conditions of the bus driver workforce are improved to increase recruitment and retention.
 - b To support different asset ownership arrangements, including direct PTA ownership of assets.
 - c To support increased transparency of operating costs and financial performance of public transport operators.
 - d Guidance to improve partnering between PTAs and operators through procurement and contracting.
 - e Guidance on processes relating to the registration and variation of exempt services.
 - f Guidance on how exempt services should be transitioned into the SPTF, if an exemption is removed by Order in Council.
 - g Guidance on establishing units to ensure PTAs have the ability to procure and contract on-demand services separate to, or bundled with, timetabled services; and.
 - h To assist PTAs to manage potential conflicts of interest in contracting services where an in-house unit is one of the options for provision alongside external providers.
26. If and when the LTMA Amendment Bill 2023 is enacted, these reforms will shape how the RPTP review is approached. In addition to enabling these SPTF reforms, the LTMA Amendment Bill 2023 is also expected to introduce amendments to the statutory requirements for preparing the RPTP.
27. Officers continue to work closely with Waka Kotahi and MOT through direct channels and through Metlink leadership of the Transport Special Interest Group (TSIG) public transport workstream which, the Peak Body for New Zealand Public Transport Authorities (PTA). TSIG are currently working with Waka Kotahi to establish PTA membership and input into the SPTF Partner Working Group and Technical Working Groups.

Collaborative development

28. Complying with section 125 of the LTMA requires Greater Wellington to 'consult' with Territorial Authorities and our public transport operators, and with central government agencies including Waka Kotahi and the Ministry of Education.
29. Beyond this requirement, Greater Wellington will be taking a collaborative approach to the RPTP development to foster a greater feeling of regional ownership of the RPTP

among Territorial Authorities and to provide a richer, more representative view of community needs.

30. An engagement sequence of 'Collaborate, Involve, Consult' will be followed through the review period, informed throughout by customer insights and data.
31. The 'collaborate' phase will include the use of focus groups and the Public Transport Advisory Group (PTAG) to provide a representative benchmark of community and customer needs. Territorial Authorities, iwi and operators will be engaged as partners through targeted workshops.
32. The 'involve' phase will use public online workshops to provide a broad reach to customer groups and public transport users.
33. Statutory consultation of submissions and hearings will occur in 2024 in accordance with LTMA and Local Government Act 2002 requirements. Metlink officers are working closely with Greater Wellington's Strategy Group to ensure that RPTP consultation is in harmony with consultation on the LTP and RLTP. The previous round of RPTP consultation in 2021 generated significant public interest with 2,758 individual submissions received during the consultation period.

Ngā hua ahumoni Financial implications

34. The RPTP is primarily a policy document and does not have the financial and planning functions of the LTP or the RLTP. There are no financial implications associated with the development of the draft Wellington RPTP other than the \$150,000 budget for development, consultation and printing/marketing.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

35. Metlink is working with Greater Wellington's Te Hunga Whiriwhiri department to ensure mana whenua perspectives are built into the RPTP. A partnering workshop collaboration process will be developed to give this effect.
36. The current RPTP includes a key policy section 6.2, 'Partnering with mana whenua' with the objective, achieving 'an effective partnership with mana whenua'. Key actions from this policy are:
 - a Build strong enduring relationships with mana whenua through all facets of public transport delivery
 - b Explore Māori values and sustainability interface within a Responsiveness to Māori framework
 - c Work with mana whenua to develop a Māori responsiveness plan for public transport, including consideration of principles to enhance design of public transport activity and guide current and future public transport policy
 - d Work with mana whenua to reach communities and build relationships to encourage public transport use

- e Ensure that Māori values are considered in the built environment through our design principles
 - f Extend the use of Te Reo Māori in customer information channels and fare payment methods.
37. Mana whenua collaboration will focus on ensuring the RPTP objectives, outcomes and policies adequately reflect mana whenua perspectives and aspirations.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

38. Climate change mitigations are a key focus for the current RPTP with its strategic priority an 'efficient, accessible and low carbon public transport network'. Current strategic priorities, focus areas, measures and themes will be workshopped with Council to determine whether there is a need to revise or refine these for the next RPTP
39. Current RPTP Strategic Focus Areas related to climate change are:
- a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
 - b Contribute to the regional target of a 40% increase in regional mode share from public transport and active modes by 2030, including delivery and implementation of Let's Get Wellington Moving and Wellington Regional Rail's Strategic Direction.
40. Current RPTP key measures related to climate change are:
- a 40% increase in mode shift to public transport by 2030
 - b 60% reduction in public transport emissions by 2030
 - c 35% reduction in transport generated carbon emissions for the Wellington region by 2027
 - d 40% reduction in Greater Wellington generated emissions by 2025, and carbon neutral by 2030.
41. Current RPTP Themes related to climate change are:
- a Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
 - b Decarbonise the Metlink bus fleet by 2030
 - c Explore ways to further decarbonise the Metlink rail and ferry fleet.

Ngā tikanga whakatau

Decision-making process

42. The subject matter of this report is part of a decision-making process that will ultimately lead to Council making a decision of high significance within the meaning of the Local Government Act 2002 (by adopting a new RPTP).

43. The decision-making process for this matter is prescribed by sections 119 - 122 and 125 of the LTMA. Section 119(2) states that “a regional council may, by resolution at any time, vary or renew a regional public transport plan previously adopted by it”. Section 119(3) states that “the production in proceedings of a copy of a regional public transport plan purporting to have been adopted, varied, or renewed by a regional council under this section is, in the absence of evidence to the contrary, sufficient evidence of the plan and of the fact that it has been adopted, varied, or renewed in accordance with this section”.

**Te hiranga
Significance**

44. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council’s *Significance and Engagement Policy* and Greater Wellington’s *Decision-making Guidelines*. The decision to review this Plan is part of a decision-making process that will ultimately lead to Council making a decision of high significance within the meaning of the Local Government Act 2002 (by adopting a new RPTP).

**Ngā tūāoma e whai ake nei
Next steps**

45. Metlink will continue to work with subject matter experts, Metlink teams, Strategy Group, Te Hunga Whiriwhiri, Customer Engagement, and external partners and stakeholders to continue developing the new RPTP through 2023.

**Ngā kaiwaitohu
Signatories**

Writers	Emmet McElhatton – Manager, Policy, Metlink David Boyd – Manager, Customer Experience, Metlink
Approvers	Tim Shackleton – Manager, Commercial, Strategy & Investment Metlink Samantha Gain - General Manager, Metlink

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The Committee's terms of reference provide that the Committee has the specific responsibility to: Prepare the Wellington Regional Public Transport Plan (and variations) and recommend its adoption by Council.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The Wellington RPTP and its associated policies and actions implement the public transport –related priorities in Greater Wellington's Long Term Plan.</p>
<p><i>Internal consultation</i></p> <p>RPTP development is a collaborative process involving all divisions in the Metlink Group and with Strategy Group, Te Hunga Whiriwhiri and Customer Engagement division.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks arising from the matter for decision.</p>

Transport Committee
16 February 2023
Report 23.9



For Information

DELIVERY OF WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN

Te take mō te pūrongo

Purpose

1. To provide the Transport Committee (Committee) with an update on progress made in the delivery of the Wellington Regional Public Transport Plan.

Te tāhū kōrero

Background

Terms of Reference

2. The Committee's Terms of Reference set out its specific responsibilities. One of the specific responsibilities is for the Committee to:
 - 2.6 Review periodically the performance and effectiveness of transport strategies, policies, plans, programmes, initiatives and indicators including:
 - a Delivery of the Wellington Regional Public Transport Plan, including:
 - i Inter-regional transport initiatives
 - ii Fare strategies and methods
 - iii Increased mode share to public transport and active modes
 - iv Promoting transport equity, and increasing access to public transport, for groups that are more likely to be transport disadvantaged
 - v Alignment of Greater Wellington's accessibility work to the United Nations Convention on the Rights of Persons with Disabilities 2006 (UNCRPD).

Wellington Regional Public Transport Plan

3. Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (RTP 2021-31) was adopted by Council on 29 June 2021 (see Report 21.168).
4. The RTP 2021-31 is primarily a policy document that sets out our approach to achieving the objectives for public transport set out in the Wellington Regional Land Transport Plan, the Government Policy Statement on Land Transport, and the Greater Wellington Regional Council (Greater Wellington) Long Term Plan. High level objectives, targets and performance measures for public transport are set in these documents rather than in the RTP 2021-31.

5. The RPTP 2021-31 has been built around the strategic priority of “an efficient, accessible and low carbon public transport network” achieved through mode shift, decarbonisation of the public transport fleet and improving customer experience.

Mode shift

6. For mode shift, the RPTP 2021-31 focuses on the key measure of 40 percent increase in active mode shift to public transport by 2030. The RPTP 2021-31 outlines that this will be done through delivery and implementation of Let’s Get Wellington Moving and Wellington Regional Rail’s Strategic Direction, and by:
 - a Providing a high quality, high capacity, high frequency core network
 - b Improving access to public transport
 - c Promoting behaviour change.

Decarbonisation of the public transport fleet

7. The RPTP 2021-31 focuses on the key measures of: 60% reduction in public transport emissions by 2030; 30% reduction in carbon emissions for the Wellington region by 2027; and 40% reduction in Greater Wellington generated emissions by 2025, and carbon neutral by 2030. The RPTP 2021-31 outlines that this will be done by accelerating decarbonisation of the public transport vehicle fleet including:
 - a Driving environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
 - b Decarbonising the Metlink bus fleet by 2030
 - c Exploring ways to further decarbonise the Metlink rail and ferry fleet.

Improving customer experience

8. The RPTP 2021-31 focuses on the key measure of maintain customer satisfaction rating greater than 92% for overall trip. The RPTP 2021-31 outlines that our focus on continuing to improve customer experience across all aspects of the network will be achieved by:
 - a Providing greater choice and flexibility for journey planning, fares and fare payment options
 - b Improving the accessibility of public transport for all.

Safety

9. The RPTP 2021-31 focuses on the key measure of 40% reduction in serious injuries on the public transport network by 2030. The RPTP 2021-31 outlines that our focus on prioritising the safety and maintenance of the public transport network to encourage safe behaviours will be achieved by:
 - a Prioritising safety through continuous improvements to both infrastructure and operations.
10. This report updates the Committee on progress up to 31 January 2023.

Update on progress made in the delivery of the Wellington Regional Public Transport Plan

11. The paragraphs below provide an update on progress made in the delivery of the RPTP, focusing on:
 - a Inter-regional transport initiatives
 - b Fare strategies and methods
 - c Increased mode share to public transport and active modes
 - d Promoting transport equity, and increasing access to public transport, for groups that are more likely to be transport disadvantaged
 - e Alignment of Greater Wellington's accessibility work to the United Nations Convention on the Rights of Persons with Disabilities 2006 (UNCRPD).

Inter-regional transport initiatives

12. Lower North Island Rail Integrated Mobility is the primary inter-regional transport initiative being undertaken. An updated funding application has been submitted for Budget 2023 and procurement activities will commence on Budget approval.
13. Officers are currently working with Horizons to review the route 291 performance and current service levels. Route 291 Levin to Waikanae (Unit 19) is a service jointly funded by Greater Wellington, Horizons and Waka Kotahi under contract to Horizons. Uzabus is the operator. The review will consider opportunities to extend coverage of the service to better serve communities in Kāpiti and Horowhenua.
14. Officers are also conducting an investigation into the concept of 'community transport', one focus of which is on potential accessibility/health transport options we can explore with Horizons Regional Council for inter-regional travel between Kāpiti and Horowhenua.

Fare strategies and methods

15. In August 2022, following consultation (including receiving over 1,100 submissions and hearings), Council adopted Future Fares Direction initiatives. The initiatives will be progressively implemented from 1 April 2023. Initiatives adopted through the Future Fares Direction included an increase from 25% to 50% to the current off-peak discount and the introduction of cumulative off-peak discounts for all concession holders.
16. From the end of November 2022, Snapper ticketing has been rolled out across the rail network. This work has included installing Snapper validators on planned Bus Replacing Train buses operated by National Coach Services.
17. Metlink continues to work with Waka Kotahi NZ Transport Agency (Waka Kotahi) and Public Transport Authorities across New Zealand to work towards implementation of the National Ticketing Solution. The contract with the preferred ticketing supplier (Cubic) was signed in October 2022 at a launch event in Auckland. The new system will provide a consistent method of payment for public transport across New Zealand as well as create new payment options for passengers – including the ability to pay for journeys by credit card.

Increased mode share to public transport and active modes

18. Four Metlink public transport infrastructure projects valued at \$9m have been awarded indicative funding from the Government's \$350m Transport Choices programme. Part of the Climate Emergency Response Fund, the programme enables local councils to progress strategic cycle networks, create walkable neighbourhoods and make public transport more reliable and easier to use. The four projects are: Porirua bus hub – \$5m; Johnsonville Stop D development – \$2.8m; Bus stop accessibility improvements – \$1m; Masterton and Solway Bike Parking improvements – \$240,000.
19. Metlink signed a Regional Public Transport for Visitors Partnership Memorandum of Understanding with WellingtonNZ in August 2022. Initial early results from the partnership include a Public Transport -included ticketing initiative for the Homegrown Festival and Hurricanes home games. Officers are working on a range of further major-events initiatives for 2023.

Promoting transport equity, and increasing access to public transport, for groups that are more likely to be transport disadvantaged

20. Metlink engaged in an extensive campaign with a wide range of connected community organisations to raise awareness and support people in the transition to Snapper on Rail. This included talking to Citizens Advice Bureaus, faith-based organisations, community centres, social service providers, disabled people's organisations and associations, Age Concern and Grey Power, budgeting advice services, refugee support services etc. We also engaged with all schools, tertiary institutions and District Health Boards in the region.
21. The Snapper on Rail campaign was also supported by a team of Transport Officers who worked alongside Transdev and our customers to engage, educate and encourage and the transition and uptake of electronic ticketing.

Alignment of Greater Wellington's accessibility work to the United Nations Convention on the Rights of Persons with Disabilities 2006 (UNCRPD)

22. The Transport Committee adopted a new Accessibility Charter on 9 September 2021. The Charter is the first step towards realising Metlink's vision "The Metlink public transport network is accessible for all with ease and dignity".
23. Officers are currently working with the disability sector, operators and key stakeholders to finalise an Accessibility Action Plan (AAP) to plan and prioritise improvements to the public transport network. A series of workshops with external agencies and individuals has been completed and a strategic funding approach is being prepared to feed into Long Term Plan planning for the 2024 Long Term Plan.
24. Further workshops on the AAP will be held with the Committee through 2023.

**Ngā Take e hāngai ana te iwi Māori
Implications for Māori**

25. The RPTP includes a key policy section 6.2, 'Partnering with mana whenua' with the objective, achieving 'an effective partnership with mana whenua'. Key actions from this policy are:

- a Build strong enduring relationships with mana whenua through all facets of public transport delivery
- b Explore Māori values and sustainability interface within a Responsiveness to Māori framework
- c Work with mana whenua to develop a Māori responsiveness plan for public transport, including consideration of principles to enhance design of public transport activity and guide current and future public transport policy
- d Work with mana whenua to reach communities and build relationships to encourage public transport use
- e Ensure that Māori values are considered in the built environment through our design principles
- f Extend the use of Te Reo Māori in customer information channels and fare payment methods.

Te huritao ki te huringa o te āhuarangi
Consideration of climate change

26. Climate change mitigations are a key focus for the RPTP with its strategic priority an 'efficient, accessible and low carbon public transport network'. Relevant RPTP Strategic Focus Areas are:
- a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
 - b Contribute to the regional target of a 40% increase in regional mode share from public transport and active modes by 2030, including delivery and implementation of Let's Get Wellington Moving and Wellington Regional Rail's Strategic Direction.
27. Relevant RPTP key measures are:
- a 40% increase in mode shift to public transport by 2030
 - b 60% reduction in public transport emissions by 2030
 - c 35% reduction in transport generated carbon emissions for the Wellington region by 2027
 - d 40% reduction in Greater Wellington generated emissions by 2025, and carbon neutral by 2030.
28. Relevant RPTP themes are:
- a Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
 - b Decarbonise the Metlink bus fleet by 2030
 - c Explore ways to further decarbonise the Metlink rail and ferry fleet.

Ngā tūāoma e whai ake nei

Next steps

29. Officers will provide the Committee with updates on progress against the RPTP on a quarterly basis.

Ngā kaiwaitohu

Signatories

Writer	Emmet McElhatton – Manager, Policy, Metlink
Approvers	Tim Shackleton – Manager, Commercial, Strategy and Investments, Metlink Samantha Gain - General Manager, Metlink

<p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>This report updates the Committee on progress against its stated strategic priorities.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This report updates the Committee on progress against its stated priorities.</p>
<p><i>Internal consultation</i></p> <p>Travel Choice and Customer Experience Departments were consulted in drafting this report.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks.</p>