



If calling please ask for: Democratic Services

3 May 2018

Sustainable Transport Committee

Order Paper for the meeting of the Sustainable Transport Committee to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington

Wednesday, 9 May 2018 at 9.30am

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 Wednesday, 9 May 2018
in the Council Chamber, Greater Wellington Regional Council, Level
2, 15 Walter Street, Te Aro, Wellington at 9.30am**

Public Business

		Page No
1. Apologies		
2. Declarations of conflict of interest		
3. Public participation		
4. Confirmation of the minutes of 21 March 2018	Report 18.96	3
5. Action items from previous Sustainable Transport Committee meetings	Report 18.168	7
6. Metlink Park and Ride Terms and Conditions	Report 18.143	9
7. Regional traffic congestion 2012-2017	Report 18.147	20
8. General Managers' report to the Sustainable Transport Committee meeting on 9 May 2018	Report 18.142	31



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Please note that these minutes remain unconfirmed until the Sustainable Transport Committee meeting on 9 May 2018

Report 18.96

21/03/2018

File: CCAB-20-461

Minutes of the Sustainable Transport Committee meeting held on Wednesday, 21 March 2018, in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 9:31am

Present

Councillors Donaldson (Chair), Ponter (Deputy Chair), Blakeley, Brash (from 11:30am), Gaylor, Kedgley, Laban, Laidlaw, Lamason, Ogden, Staples, and Swain.

Public Business

1 Apologies

Moved

(Cr Blakeley/ Cr Gaylor)

That the Committee accepts the apology for lateness from Councillor Brash and the apology for absence from Councillor McKinnon.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 Public Participation

Councillor Donaldson, Chair, tabled a change.org petition received regarding the Wairarapa Line.

Trish Enright spoke to item 6 on the agenda, *Metlink Revenue Protection Strategy*.

4 **Confirmation of the minutes of 14 February 2018**

Moved (Cr Blakeley/ Cr Ponter)

That the Committee confirms the minutes of the meeting of 14 February 2018, Report 18.27.

The motion was **CARRIED**.

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

Report 18.90 File ref: CCAB-20-456

Moved (Cr Lamason/ Cr Ponter)

That the Committee:

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

The motion was **CARRIED**.

6 **Metlink Revenue Protection Strategy**

Report 18.55 File ref: CCAB-20-450

Moved (Cr Swain/ Cr Staples)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the Metlink Revenue Protection Strategy 2018-2021 contained in Attachment 1 to this report.*
4. *Notes that the Metlink Revenue Protection Strategy 2018-2021 is a living document which will be subject to change.*
5. *Authorises the General Manager, Public Transport to make minor subsequent changes to the Metlink Revenue Protections Strategy 2018-2021.*

The motion was **CARRIED**.

Noted: The Committee requested officers provide an update on the Metlink Revenue Protection Strategy at the next meeting.

7 **Metlink Conditions of Carriage**

Report 18.87

File ref: CCAB-20-454

Moved

(Cr Donaldson/ Cr Blakeley)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the revised Metlink Conditions of Carriage contained in Attachment 1 to this report.*
4. *Notes that the Metlink Conditions of Carriage is a living document which will be subject to change.*
5. *Authorises the General Manager, Public Transport to make minor subsequent changes to the Metlink Conditions of Carriage.*

The motion was **CARRIED**.

Noted: The Committee requested that the Chair work together with officers on the wording of the Metlink Conditions of Carriage.

Noted: Councillor Ogden requested that his vote against the motion be recorded.

The meeting adjourned at 10:30am.

The meeting recommenced at 10:49am.

8 **General Managers' report to the Sustainable Transport Committee meeting on 21 March 2018**

Report 18.66

File ref: CCAB-20-452

Moved

(Cr Laidlaw/ Cr Ponter)

That the Committee:

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

The motion was **CARRIED**.

Councillor Brash arrived at 11:30am, during discussion of item 8.

The meeting closed at 11:38am.

B Donaldson
(Chair)

Date:



Report 18.168
Date 30 April 2018
File CCAB-20-463

Committee Sustainable Transport Committee
Author Wayne Hastie, General Manager, Public Transport; Luke Troy, General Manager, Strategy

Action items from previous Sustainable Transport Committee meetings

Attachment 1 lists items raised at Sustainable Transport Committee meetings that require actions or follow-ups from officers. All action items include an outline of current status and a brief comment. Once the items have been completed and reported to the Sustainable Transport Committee they will be removed from the list.

No decision is being sought in this report. This report is for the Committee's information only.

Recommendations

That the Committee:

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

Report prepared by:

Wayne Hastie
General Manager, Public
Transport

Report prepared by:

Luke Troy
General Manager, Strategy

Attachment 1: Action items from previous Sustainable Transport Committee meetings

Action items from previous Sustainable Transport Committee meetings

Meeting date	Action point	Status and comment
5 December 2017	<p>Noted</p> <p><i>The Committee requested officers to provide a plan of proposed community education opportunities regarding the stormwater treatment and rain gardens installed at the Porirua Park and Ride.</i></p>	<p>Status: <i>Awaiting action</i></p> <p>Comments:</p> <p>Education opportunities will be explored when the rain gardens are installed.</p>
14 February 2018	<p>Noted</p> <p><i>The Committee requested that officers report to the next meeting with a comparison of congestion over the last five years, and the percentage increase in car trips over the previous 5-10 years.</i></p>	<p>Status: <i>Completed</i></p> <p>Comments:</p> <p>A report on traffic congestion is included in the agenda for the meeting.</p>
14 February 2018	<p>Noted</p> <p><i>The Committee requests that officers report back to the next Sustainable Transport Committee meeting on the logistics and cost of introducing some random testing of tailpipe emissions of the diesel bus fleet in the future.</i></p>	<p>Status: <i>Completed</i></p> <p>Comments:</p> <p>The information requested is provided in the General Managers' Report</p>
21 March 2018	<p>Noted</p> <p><i>The Committee requested officers provide an update on the Metlink Revenue Protection Strategy at the next meeting.</i></p>	<p>Status: <i>Completed</i></p> <p>Comments:</p> <p>An update is provided in the General Managers' Report</p>



Report 2018.143
Date 9 May 2018
File CCAB-20-466

Committee Sustainable Transport Committee
Author Barry Fryer, Team Leader Rail Assets

Metlink Park and Ride Terms and Conditions

1. Purpose

This report seeks Committee endorsement of Park and Ride Terms and Conditions to improve management of Park and Ride facilities and allow enforcement of parking infractions.

2. Background

Currently we have 32 Railway Stations with off-street park and ride facilities providing 5,600 allocated spaces. At a significant number of our parking facilities demand exceeds capacity. Some customers are parking inappropriately outside of designated parks, creating hazards and often blocking other customers' cars.



GWRC are receiving an increasing number of complaints from customers, regarding inappropriate parking, including:

1. Cars being blocked in
2. Cars parked in hazardous locations
3. Cars obstructing KiwiRail workers access to the rail corridor
4. Non-commuters parking in Metlink Park and Ride facilities
5. Abandoned cars

At certain locations around the network poor parking practice is rife, mostly notably at Porirua Station and again largely because the demand for parking is exceeding capacity.

We currently have no mechanism to undertake any legal enforcement of inappropriate parking practices within any of the Metlink Park and Ride facilities.

3. Demand management

A Park and Ride Strategy is under development and will address demand management for new and established park and ride facilities. Any demand management needs to start with establishing enforceable terms and conditions at each location.

A proposed Metlink Park and Ride Terms and Conditions are attached in [Attachment 1](#) and include both a comprehensive and short form version.

The short form Metlink Park and Ride Terms and Conditions will appear on signage located at the entrance to each carpark. The comprehensive Metlink Park and Ride Terms and Conditions will be placed on the Metlink website.

Both the comprehensive and summary Metlink Park and Ride Terms and Conditions have been the subject of an external legal review to check that the terms and conditions are appropriate and legally enforceable.

4. Terms and Conditions

4.1 Key Benefits

The Metlink Park and Ride Terms and Conditions will enable GW to actively manage park and ride facilities, and allow contractors to legally clamp or tow vehicles which are parked in hazardous locations, or blocking other vehicles.

Some Metlink Park and Ride facilities are being used by non-commuters as an easy and convenient place to park. The proposed Metlink Park and Ride Terms

and Conditions explicitly prohibit this, and through marketing and enforcement, it is hoped that additional capacity can be created for commuters, by minimising this behaviour.

4.2 Proposed Enforcement Method

It is proposed to softly launch the enforcement of Terms and Conditions over several months. The key phases include:

1. Obtain Sustainable Transport Committee approval
2. Obtain the relevant land owners consent to install signs (for the Metlink Park and Ride land that is not owned by either GWRC or GWRL)
3. Install signage at all Metlink off-street Park and Ride car park facilities
4. Commence a marketing campaign advising people of the new Metlink Park and Ride Terms and Conditions, and promote alternative means of getting to rail station, for example:
 - Walking
 - Cycling
 - Free bus connection for Monthly Rail Pass holders from 15 July 2018
 - Car Share
 - Kiss and Ride
5. Gradually increase the level of enforcement
6. Place warning / educational notices on infringing vehicles
7. Initially focus on clamping or towing only severe infringements, i.e. towing vehicles parked in dangerous locations (i.e. yellow lines), or blocking other correctly parked vehicles
8. Commence monitoring and enforcement of non-commuter users

The most severe mechanism for enforcement is for offending vehicles to be towed away, as a fine will not alleviate what maybe an immediate hazard or inconvenience to other users, and this is not intended to be a revenue gathering exercise.

Discussions with tow companies, suggests that the cost to a customer who has had their vehicle towed is likely to be approximately \$250 - \$350.

While the terms and conditions require only parking within the allocated spaces, it also clearly states the purpose of the Park and Ride facilities is for genuine users of Metlink public transport services. This will enable potential eventual enforcement against non-commuters using the car parks.

5. Communication

Once endorsed, the Metlink Park and Ride Terms and Conditions will be publicised via the Metlink website and other communication channels over the next few months.

Further specific communications on the Metlink Park and Ride Terms and Conditions will be guided by a Communications Plan, and likely to include:

- Permanent signage installed at Metlink Park and Ride facilities, setting out the summary Metlink Park and Ride Terms and Conditions, and advising that full terms and conditions are available on the Metlink website
- Comprehensive Metlink Park and Ride Terms and Conditions will be provided on the Metlink website
- A plain-English poster, on trains and stations, summarising the key rules and pointing to where more detailed information can be accessed.

Once endorsed, both the summary and comprehensive Metlink Park and Ride Terms and Conditions will be provided to Metlink's PTOM operators, Park and Ride property owners including KiwiRail and NZTA, Territorial Authorities and other relevant parties.

6. Consideration of climate change

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

6.1 Mitigation assessment

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have no effect.

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) and/or the Permanent Forest Sink Initiative (PFSI)

6.2 Adaptation assessment

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

7. The decision-making process and significance

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

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

7.1 Significance of the decision

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

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance, as this report proposes implementation of operational terms and conditions within existing council facilities.

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

7.2 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed.

8. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the Metlink Park and Ride Terms and Conditions contained in Attachment 1 to this report.*
4. *Notes that the Metlink Park and Ride Terms and Conditions may need to be amended or updated from time to time as the staged approach to demand management is progressed.*
5. *Authorises the General Manager, Public Transport to make any subsequent minor changes to the Metlink Park and Ride Terms and Conditions.*

Report prepared by:

Barry Fryer
Team Leader, Rail Assets

Report approved by:

Angus Gabara
Manager, Rail Operations

Report approved by:

Wayne Hastie
General Manager, Public
Transport

Attachment 1: Metlink Park and Ride Terms and Conditions

1. Comprehensive Metlink Park and Ride Terms and Conditions

(To be placed on Metlink website)

Terms and conditions of use of Metlink Park and Ride car parks

Important notice to people entering Metlink Park and Ride car parks

By entering the car park you agree to the terms and conditions set out below.

If you do not accept these terms and conditions, then you must immediately leave the car park. These terms and conditions apply from the moment you enter the car park and apply 24 hours a day, 7 days a week.

By entering the car park you also bind the owner of the Vehicle you are driving to all these terms and conditions and warrant your authority to do so.

1. Terms and conditions of use of the Metlink car park

You agree to the following car park terms and conditions of use.

You must:

- Comply with all terms and conditions, rules, restrictions or directions displayed in the car park from time to time and with all relevant laws.
- Comply with all laws, regulations, terms and conditions, rules, restrictions or directions that apply when operating your Vehicle in the car park, including that Vehicles must be operated safely, with due care and consideration, and cannot be operated in a reckless or dangerous manner.
- Not park Vehicles in the carpark which:
 - are not roadworthy and not able (at all times) to be driven under their own power,
 - present any danger or risk to other Vehicles, persons or the car park, and
 - are not being used on that day by a genuine bus and / or rail commuter (evidence of bus/rail use may be requested).
- Not park in any area marked “reserved” or “staff only”, unless specifically allocated to you

- Not park in a mobility bay without a current mobility window pass being clearly displayed
- Not park in any area marked “no parking” or marked with broken yellow lines
- Not park outside of line-marked parking bays, across more than one bay or in the aisles/entry/exit lanes
- Not park on landscaped, grassed or unsealed areas
- Not obstruct other persons or Vehicles using the car park
- Comply with any instructions or directions given by any car park security personnel appointed by us or any other person acting on our behalf
- Not place or distribute advertising material in the car park, or on Vehicles, unless you have our prior written permission.
- Not hold events or activities of any type or erect any structure (temporary or otherwise) in the car park, without our prior written permission.
- Not camp or park recreational Vehicles overnight.
- Not park your Vehicle within the car park with the intention to sell the Vehicle at any time (including where for sale signs are displayed on/in the Vehicle).

These terms and conditions also apply to any passengers and other users of your Vehicle.

2. Contravention of terms and conditions of use of the car park

If you contravene any of the terms and conditions set out at clause 1, we may:

Issue a Breach Notice; and/or

Authorise immediate clamping or removal of the Vehicle or Item by an Authorised Towing Company, at the owners cost, if:

- a) the Vehicle or Item is deemed by us to be abandoned (including where a Vehicle or Item is left in the car park for more than 24 hours, without our prior written permission);
- b) the Vehicle or Item is obstructing other persons or Vehicles using the car park;
- c) the Vehicle or Item is causing safety concerns for other persons or Vehicles using the car park;
- d) the removal of the Vehicle or Item is desirable for the convenience or in the interests of the public or other users of the carpark; or
- e) more than one Breach Notice has been issued in relation to the Vehicle or Item.

A Breach Notice is deemed to be served on you when it is attached to the Vehicle or Item that is the subject of the Breach Notice.

3. By parking here

If you contravene any of the terms and conditions at clause 1, you authorise us (at your cost) to move your Vehicle or other Item anywhere, even if the Vehicle or Item is locked. Should we clamp or remove your Vehicle or Item the removal shall be entirely at your risk and expense.

You agree that the Vehicle or Item will only be released upon payment of the removal costs and any storage or other fees imposed by the Authorised Towing Company.

We accept no liability for any Claim by you or any other person for any loss or damage caused as a result of the removal.

4. Responsibility for Damage

You are liable for any Damage to the car park caused by your Vehicle or any other Item that you bring to the car park, including Damage caused by oil, petrol or other substances.

While we will take all reasonable care, we cannot guarantee the security of your Vehicle or any other Items. You use the car park at your own risk.

CCTV cameras may be in operation at the car park and are used to assist and deter theft and Damage caused by others (our CCTV policy statement, is available on request).

We accept no liability for any Claim by you or any other person, whether for loss or Damage to you or any other person or to your Vehicle, any Item or any other Vehicle, whether resulting from using the car park or being unable to use the car park or from our negligence or otherwise.

You agree to indemnify us in respect of any Claim made against us arising from your use of the car park.

5. Who has rights under this agreement?

All our rights under this agreement are also for the benefit of and enforceable by our employees and agents and the owner of the car park.

Your rights under this agreement are for your benefit only.

Nothing contained in this agreement limits or restricts any statutory right or remedy that may be available to you.

When you are using the car park for business purposes, the Consumer Guarantees Act 1993 does not apply.

6. Waiver

If we fail to act on or pursue any right or remedy available to us this will not in any way prejudice our right to exercise that or any other right or remedy.

7. Will these terms and conditions of use ever change?

We may amend any of these terms and conditions at any time.

8. Other agreements

If there is any inconsistency between these terms and conditions and those contained in any other written agreement which you have entered into with us, the conditions contained in that other agreement will prevail.

9. Interpretation

To avoid any confusion as to the meaning of these terms and conditions:

Authorised Towing Company is [To Be Confirmed], and can be contacted for the removal of a clamp or return of your Vehicle at [To Be Confirmed]

Breach Notice is a notice issued by us specifying the nature of the breach and what the consequences of the Breach Notice are.

Claim includes any claim for Damage, loss or compensation; and any demand, remedy, liability or action.

Damage includes direct, indirect, consequential and special damage.

Item is any unauthorised item (other than a Vehicle) that is in the car park.

Vehicle is any car, van, truck, motor cycle, motor scooter or bicycle and includes its accessories and contents.

We and us and our mean:

- Greater Wellington Rail Limited (**GWRL**) as the lessee and / or owner of the car park land including GWRL's employees, agents, independent contractors and contracted service providers to GWRL, and
- Greater Wellington Regional Council (**GWRC**) trading as Metlink and as the manager appointed by GWRL including GWRC's employees, agents, independent contractors and contracted service providers to GWRC.

You includes the driver, the person in charge of the Vehicle and the owner of a Vehicle entering the Metlink car park.

Your Vehicle means the Vehicle which you are driving, regardless of whether it is owned by you.

Further information and queries

For further information about parking at Metlink Commuter car parks, any parking queries or to request an application to use a car park for an event, contact:

Metlink Call Centre

Freephone: 0800-801-700

Email: info@metlink.org.nz

2. Summary Metlink Park and Ride Terms and Conditions

(Wording of signs to be placed at each Metlink off street Park and Ride carpark)

Metlink Park and Ride

By entering this car park you agree to the full terms and conditions found on our website - metlink.org.nz.

In summary, you must:

1. Not use this car park unless you are using Metlink public transport services. If requested to do so by an authorised person, you must provide evidence you are about to use, or have just used, our public transport services.
2. Comply with any instructions or directions given by Metlink staff, car park security personnel appointed by us or any other person acting on our behalf.
3. Only park your vehicle in the line-marked parking bays - you cannot park in aisles, entry or exit lanes or across more than one bay.
4. Not park your vehicle in any area marked “reserved”, “staff only”, "no parking' or with broken yellow lines, unless specifically allocated to you.
5. Not park your vehicle on landscaped, grassed or unsealed areas, or obstruct other persons or vehicles using the car park.
6. Not park your vehicle in a mobility bay without a current mobility window pass clearly displayed.
7. Not place or distribute advertising material on vehicles or in this car park, or attempt to sell vehicles, unless you have our prior written permission.
8. Not operate your vehicle in a dangerous manner in this car park.
9. Not camp or park recreational Vehicles overnight.
10. Comply with these terms and conditions and those in the full terms and conditions on our website (metlink.org.nz) and with all relevant laws
11. Accept liability for any damage to the car park caused by you or your vehicle and you use this car park at your own risk

What happens if you do not comply with these terms and conditions?

12. We may issue you with a “breach notice” by attaching it to your vehicle and/or have your vehicle clamped or removed from the car park by our authorised towing company at your risk and expense. This includes where your vehicle is abandoned, causing safety concerns or it is desirable for the convenience or in the interests of the public or car park users to remove it.

13. Our authorised towing company is [To Be Confirmed] which can be contacted by phoning [To Be Confirmed] if you need to have a clamp removed or retrieve a towed vehicle.

Further information

For further information about parking at Metlink Park and Ride car parks, refer to metlink.org.nz, or contact us via the Metlink Service Centre; phone: 0800-801-700; email: info@metlink.org.nz



Report 18.147
Date 1 May 2018
File CCAB-20-471

Committee Sustainable Transport
Author Andy Ford, (Acting) Team Leader, Data and Analysis
Jill Corrin, Senior Data Analyst

Regional traffic congestion 2012-2017

1. Purpose

To provide an update to the Committee on regional traffic congestion and car trips over the last five years, as requested by the Committee at its meeting of 14 February.

2. Background

This report presents a range of data that shows how traffic volumes and traffic congestion have changed within the Wellington Region over the last 5 years, focussing on the AM peak period.

There are several different data sources that can be used to understand how congestion has changed across the region over the last 5 years. Each of the data sources has their own strengths, weaknesses and limitations.

It is also important that the congestion is not assessed in isolation but placed in the context of changes in traffic volumes and vehicle kilometres travelled (VKT) across the network.

The next section presents officer comments and conclusions based on the latest traffic volume and travel time data for the region. Volumetric and travel time data is summarised and then reviewed in Section 4 of this report.

3. Comment and conclusions

The data shows that congestion has increased between 2012 and 2017 and travel time predictability has decreased. There is evidence that the peak period congestion is spreading, with people changing their behaviour and travelling earlier, to avoid congestion.

The Ministry of Transport estimates traffic volumes using VKT. The **regional VKT has increased by approximately 8% over the last 5 years, broadly in line with the regional population increase over the same period.** Although

some of the population growth in the future may not be reliant on the private car, particularly in central Wellington, it is likely that future population growth overall will lead to some increase in traffic volumes across the region in the short to medium term.

Around the Wellington CBD, AM peak vehicular cordon crossing volumes between 7am and 9am have decreased slightly over the period 2012 to 2017. Balanced against this, however, is evidence from the state highway network that **an increasing number of people are travelling earlier (prior to 7am) to avoid congestion** that starts to build between 6.30am and 7am coming in from the north. This may in part explain some of the decrease in observed traffic volumes crossing the CBD cordon between 7am and 9am.

GPS based travel times and travel time predictably, measured as a rolling 3 year average, **worsened slightly over the period 2014 to 2017**, pointing to a slight increase in congestion.

Similarly, **Tom-Tom data suggests that congestion has increased slightly over the last 5 years.**

Looking at geographic areas, congestion has increased and travel time predictability has decreased on the state highway coming in from the north. For the state highway into Wellington CBD from the airport and for local routes, congestion has remained relatively unchanged and travel times are more predictable than for routes coming into Wellington on the state highway from the north,

Overall the data indicates that:

- peak period highway congestion will continue to increase and travel time predictability will decrease, particularly on routes coming in from the north.
- more people will choose to re-time their trips, such as travelling prior to 7am, in order to avoid congestion.
- congestion will start earlier and finish later, more frequently encroaching on the inter-peak.

If Wellington Airport grows as forecast, this could place pressure on the highway network and result in congestion worsening on routes into the CBD from Miramar, particularly at peak times.

A more comprehensive analysis of congestion and other transport trends will be provided as part of the Let's Get Wellington Moving Programme later this year.

4. Supporting data

Two groups of data are presented in this report:

- **volumetric data** that provides context relating to changes in VKT and traffic volumes through time
- **travel time data** that gives us an understanding of how network performance has changed through time

The volumetric data is as follows:

- Vehicle Kilometres Travelled (VKT)¹ – estimated vehicle kilometres travelled based on odometer readings for the region (Ministry of Transport).
- Wellington CBD Cordon Survey – data collected by GWRC and WCC on five weekdays every March during the AM peak (7am to 9am) showing changes in vehicles, vehicle occupants, bus passengers, pedestrians and cyclists crossing the cordon.
- NZTA Traffic Monitoring System (TMS) – continuous data from the state highway network showing traffic volumes by time of day.

The travel time data is as follows:

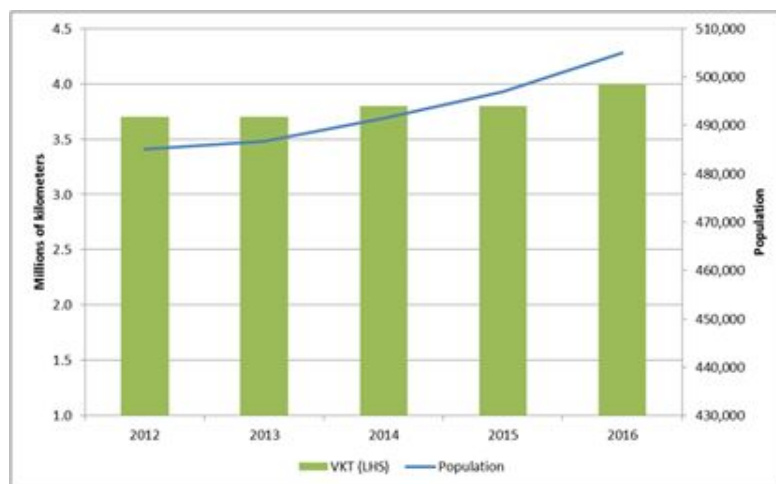
- GPS based travel time data – March data (weekday, Tuesday to Thursday) is used to calculate average travel speed and predictability on strategic highway routes.
- Tom-Tom congestion indicator – annual data collected by Tom-Tom that can be used to understand changes in peak period congestion through time.

Volumetric data

Vehicle Kilometres Travelled (VKT)

Estimates of VKT² are obtained from odometer readings collected through WoF inspections. While there are accepted limitations with this method, it is a useful indicator of traffic volume and travel demand across the whole region.

Figure 1 Vehicle kilometres travelled and population in the Wellington region



Source: Ministry of Transport

Figure 1 shows that VKT across the region has increased by 8% over the last 5 years, with the regional population having increased at a similar rate over the same period.

¹ <https://www.transport.govt.nz/ourwork/tmif/transport-volume/tv001/>

² <https://www.transport.govt.nz/resources/tmif/transport-volume/tv001/>

Wellington City CBD cordon survey

This survey is undertaken over specific days every March and counts pedestrians, cyclists, car occupants and PT passengers crossing the Wellington CBD cordon inbound in the AM peak.

Due to the one-off nature of this survey, an element of the variation from one year to the next is apparent (and expected) across all modes. This can be attributed to a number of factors such as weather conditions, incidents on the network and roadworks, and general day to day variability that is experienced on a busy highway and public transport network.

It is therefore important that any emerging changes over a relatively short time period (5 years) are treated with caution.

The data also only captures the 7am to 9am period and does not capture travel patterns and trends prior to 7am or after 9am.

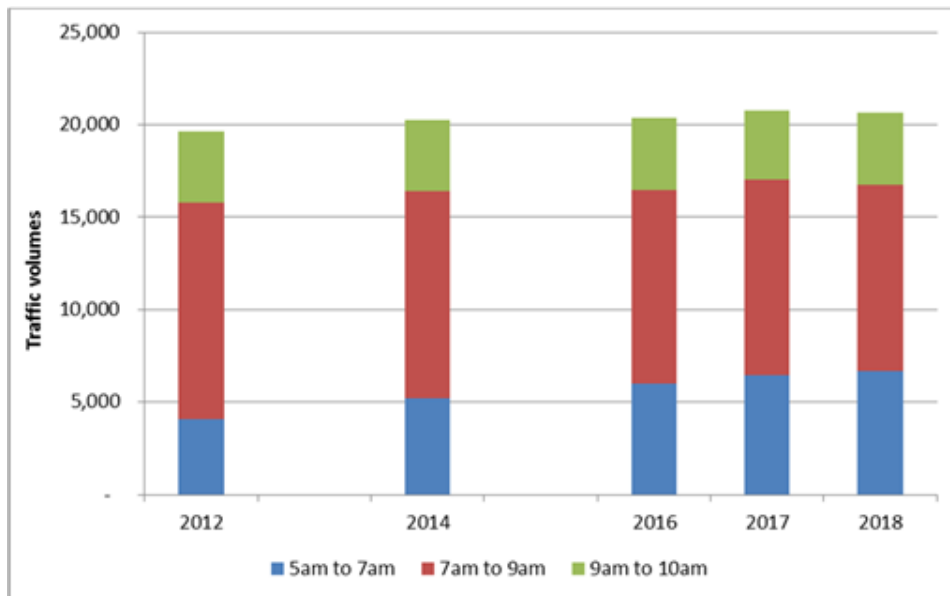
The data shows the following:

- The number of persons crossing the CBD cordon in the AM peak, inbound (7am to 9am) has remained relatively unchanged between 2012 and 2017.
- Rail passengers have increased by around 18% - even accounted for variation from one year to the next, this trend is significant and supported by other monthly / annual patronage metrics collected by GWRC.
- Bus passenger volumes have increased slightly – although there is significant variation from one year to the next.
- The number of motor vehicles crossing the cordon between 7am and 9am has declined slightly between 2012 and 2017 – although there is significant variation from one year to the next. Given this variation, the change should be taken as indicative. Any decrease in the proportion of vehicle trips is likely to be largely a function of adjustments in travel patterns (eg. travelling prior to 7am, shifting to rail) as a reaction to increased congestion.
- Vehicle occupancy has dropped marginally from 1.39 to 1.35 persons per vehicle.
- Pedestrian and cycle numbers have remained relatively unchanged between 2012 and 2017.

NZTA Traffic Monitoring System

Data was collected from the NZTA traffic monitoring system (TMS), looking at the weekday (Tuesday to Thursday) AM peak period in March, to understand changes in traffic volumes across the state highway period during the period 2012 to 2018.

Figure 2 below shows observed traffic volumes between Ngauranga and Aotea Quay on SH1 (inbound) by time slice – 5am to 7am, 7am to 9am, 9am to 10am.

Figure 2: SH1 traffic volumes, inbound, Ngauranga to Aotea Quay, 2012 to 2018

Source: NZTA TMS

Note: Data for 2013 and 2015 are missing from this graph due to inconsistencies in TMS data for those years.

The data shows the following:

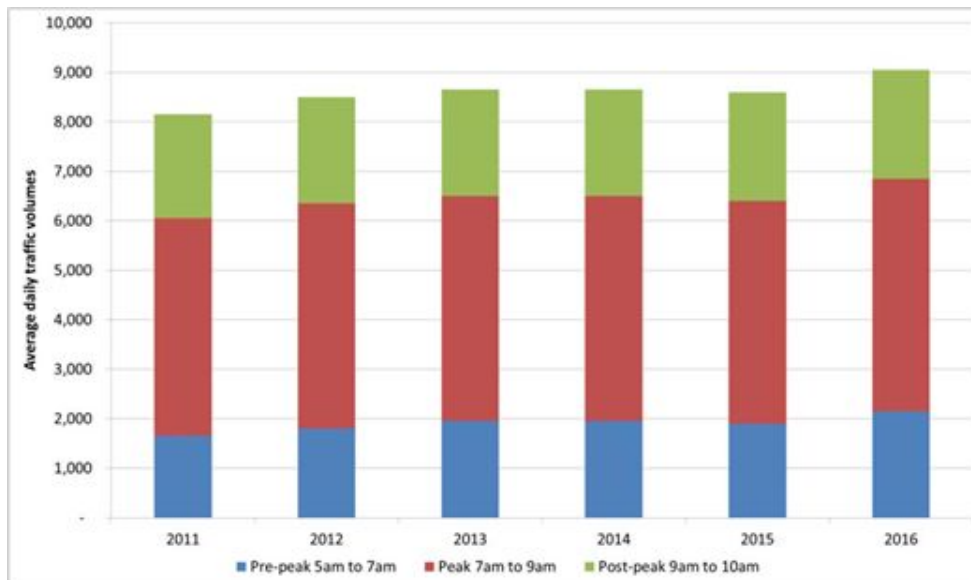
- During the morning peak period (5am to 10am), traffic volumes have increased marginally between 5am and 10am over the 2012 to 2018 period.
- Looking in more detail, traffic volumes have actually declined between 7am to 9am but have risen by over 50% between 5am to 7am.
- Over the period 2012 to 2018, the proportion of cars on SH1 (inbound) during the AM peak period (5am to 10am) that are actually observed between 7am and 9am has declined from 60% to 50%.

Whilst it is conjecture, it is likely that some people will have changed their behaviour over the last 5 years in order to avoid congestion on the state highway network coming into Wellington from the north. This is manifested in increased commuting by train into Wellington (also probably influenced by improved levels of service on the rail network) and travelling earlier to avoid congestion, as seems to be apparent from **Figure 2** above.

Reduced traffic volumes between 7am and 9am, as observed from the TMS data and cordon survey, do not necessarily imply a reduction in congestion. What is likely to have happened is that congestion will have started to build-up earlier in the AM peak due to more people travelling earlier, reducing the effective capacity of the network during 7am to 9am period, resulting in lower traffic observed traffic volumes during the 7am to 9am 'peak'.

The congestion that forms prior to 7am will only dissipate once demand decreases towards the end of the morning peak period or, in certain instances, at the start of the inter-peak period. Therefore motorists will still be experiencing congestion and slower speeds between 7am and 9am even if the actual number of vehicles is slightly lower.

Figure 3: SH1 two-way traffic volumes, Ruahine Street, 2011 to 2016



Source: NZTA TMS

Figure 3 above shows changes in two-way average daily traffic volume, by time period, for Ruahine Street between 2011 and 2016.

The data supports the general trends shown in **Figure 2**. Overall, two-way peak period (5am to 10am) traffic volumes have increased by approximately 10% between 2011 and 2016. Whilst growth during the 7am to 9am period has been 7%, there has been a 30% growth in traffic volumes prior to 7am between 2011 and 2016.

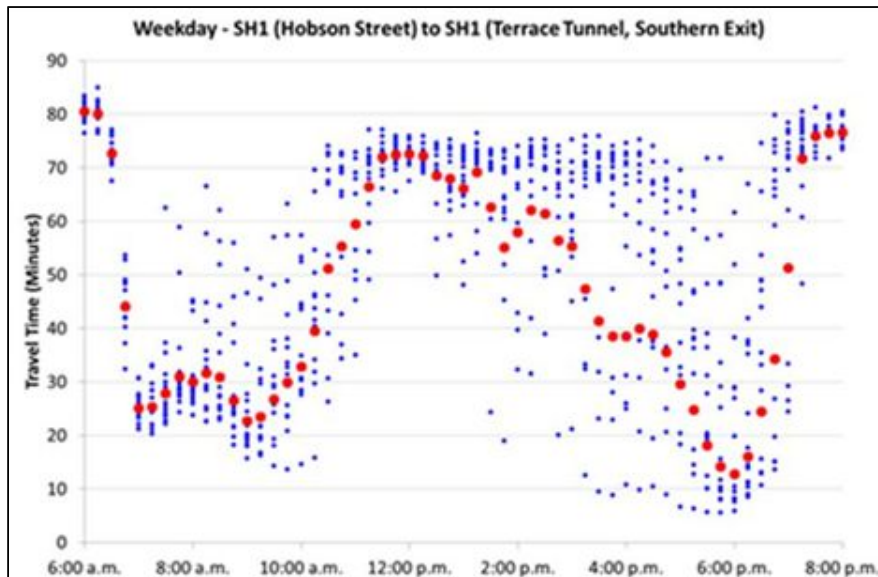
This data provides further evidence that the peak period is spreading, with people changing their behaviour and travelling earlier, probably to avoid congestion.

Travel time data

SH1 Travel speed and variability

Figure 4 below shows average travel speed between SH1 (Hobson Street overbridge) and Vivian Street (SH1 Terrace Tunnel exit) by 15 minute period for weekdays during March 2016.

Figure 4 Weekday average travel speed, SH1 Hobson St to SH1 Terrace Tunnel (2016)



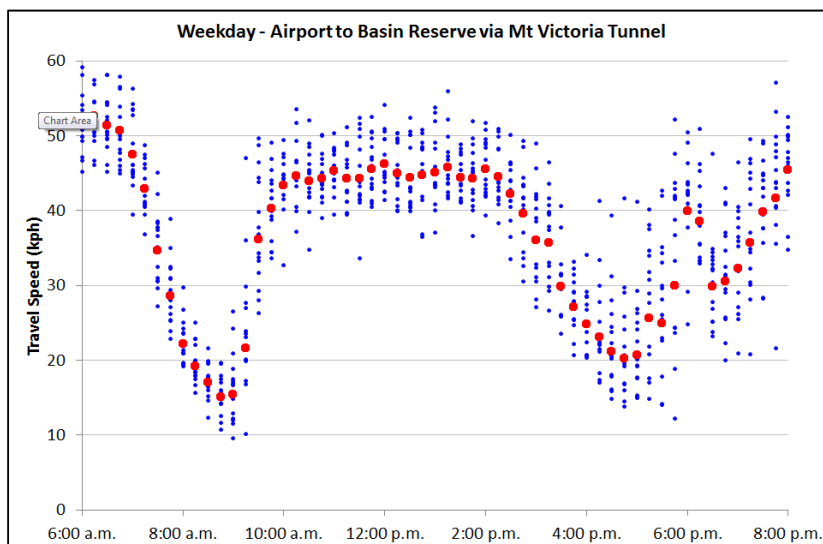
Source: Bliptack data

It shows that average travel speed (red dots) start to decrease from 70kph at 6.30am to around 25kph by 7am. Average travel speed remains in the range 30kph to 40kph between 7am and 10am, before gradually increasing back up to 70kph around 11am.

This confirms that on the inner city motorway, congestion starts to form around 6.30am with a significant drop in travel speed by 7am and does not fully dissipate until past 10am, supporting the view stated in the previous section that people are travelling earlier (prior to 7am) to avoid congestion.

The blue dots represent each data point that is used to calculate the average; the data shows that whilst travel speeds are, on average, considerably slower during the peak periods (compare to the inter-peak), high variability in travel speeds can be expected throughout the whole day.

Figure 5 Weekday average travel speed, SH1 Airport to Basin Reserve via Mt Victoria Tunnel



Source: Bliptack data

Figure 5 above shows average travel speed on SH1 between the airport and Basin Reserve by 15 minute period for weekdays during March 2016.

The data shows a similar trend to **Figure 4**, with AM peak average travel speed (red dots) dropping from around 50kph at 7am around 15 to 20kph at 8am, staying at that level until around 9am and then increasing back around 40kph for the remainder of the inter-peak.

Average travel speeds then drop gradually again from 3pm (40kph) to 5pm (20kph), before climbing back to 40kph around 7pm.

The data in **Figure 5** shows the SH1 between the airport and Basin Reserve has a lower level of travel speed variability (measured by the range of blue dots around the mean) compared to **Figure 4**.

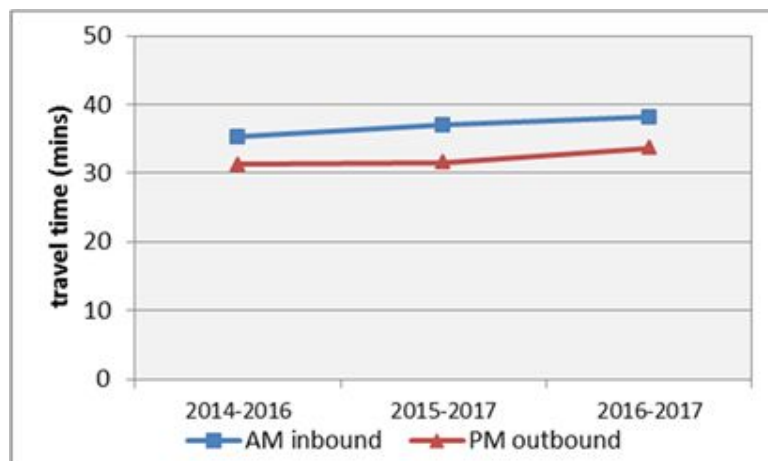
In other words, whilst travel speeds can drop significantly at certain times of the day, they are relatively predictable and do not vary significantly from one day to the next.

Travel time over six strategic routes

GPS data obtained from commercial vehicles (during weekdays Tuesday to Thursday in March) is used to calculate average vehicle travel time and predictability of travel time across selected strategic routes³ covering the regional road network. This data is used to assess progress towards RLTP strategic objectives⁴. An increasing travel time and decrease in predictability over time implies that the traffic/road congestion is increasing.

Figure 6 below shows the rolling 3 year average travel time over six regional routes between 2014 and 2017⁵. An average across 3 years is used to moderate for year to year variability in the data.

Figure 6: Average AM (inbound) and PM (outbound) peak travel time over six strategic routes in the region (2014-2017)



³ Waikanae to Wellington Airport, Island Bat to Wellington Railway Station, Wainouimata to Petone Upper Hutt to Wellington CBD, SH58 Paremata to Haywards Road, Karori to Bowen Street

⁴ <http://www.gw.govt.nz/assets/2016-17-Annual-Monitoring-Report-for-RLTPWeb.pdf>

⁵ This data has only been collected from 2014 onwards, a two year rolling average was used for 2016-17 period because 2018 results are not yet available.

This shows the following:

- Average travel time has increased from 35 minutes to 38 minutes (an 8% increase) for travel inbound during morning peak times (7-9 am).
- For outbound PM peak travel, there has been an increase over four years from 31 to 34 minutes (an 8% increase) during peak times (5-7 pm).

Figure 7 shows the predictability of travel time across the same six strategic routes as the rolling 3 year average.

Figure 7 Predictability of travel time over six regional routes

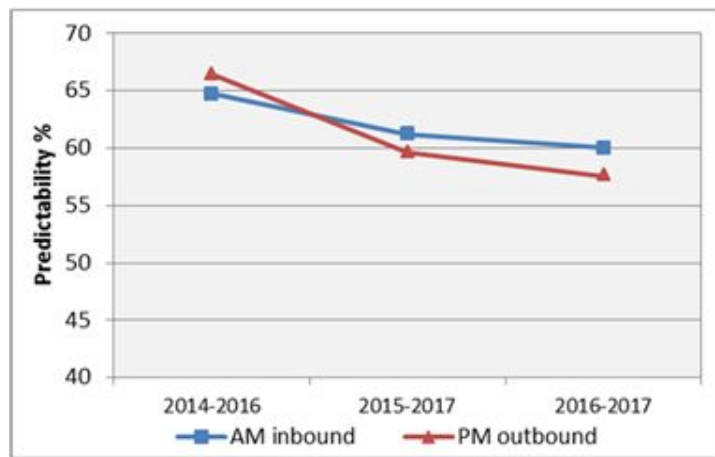


Figure 7 shows that predictability of travel time is decreasing for both AM and PM peak travel. During the AM peak period, predictability has decreased from 65% to 60% over four years, whilst during the PM peak, predictability has decreased from 66% to 58%.

Tom-Tom congestion index

Technology firm Tom-Tom measures congestion across 360 cities worldwide and compiles a congestion index. This measure of congestion is developed by obtaining travel time data from motorists' Tom-Tom devices, deriving off-peak (assumed to be free-flow) and peak period travel times for a particular route and calculating the "percentage increase in overall travel times compared to free-flow (uncongested) conditions".

There are a number of limitations with the methodology which means that, in our opinion, the absolute numbers are of little value on their own, the data should be used with extreme caution when comparing one city with another, and it should be supplemented / verified by other data sources.

Notwithstanding these limitations, the same methodology has been used between 2008 and 2017 and it provides a useful measure from which changes in congestion through time can be assessed.

Table 1: Tom-Tom Wellington congestion index, 2008 to 2016

Year	Congestion index (% increase in travel time at peak periods compared to free-flow)
2008	25
2009	26
2010	26
2011	25
2012	25
2013	27
2014	29
2015	30
2016	34

The data, in Table 1 above, shows the following in relation to the last 5 years of data (2011 to 2016):

- A gradual increase in congestion between 2011 and 2015
- A more significant increase in congestion between 2015 and 2016

5. Communication

No external communication is proposed as an outcome of the consideration of this report.

6. Consideration of climate change

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

6.1 Mitigation assessment

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have an effect that is addressed via the GWRC Corporate Sustainability programme.

The matters addressed in this report are of a procedural nature, and there is no need to conduct a climate change assessment

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) or the Permanent Forest Sink Initiative (PFSI)

6.2 Adaption assessment

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

7. The decision making process and significance

No decision is being sought in this report. Information presented in this report is part of GWRC's programme of monitoring the regions land transport network. Therefore, officers recommend that the matter to be considered to have low significance.

7.1 Engagement

Engagement on this matter is unnecessary.

8. Recommendations

That the Committee:

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

Report prepared by	Report prepared by:	Report approved by:	Report approved by:
Andy Ford (Acting) Team Leader, Data and Analysis	Jill Corrin Senior Data Analyst, Data and Analysis	Harriet Shelton Manager, Regional Transport Planning	Luke Troy General Manager, Strategy



Report 18.142
Date 16 April 2018
File CCAB-10-465

Committee Sustainable Transport Committee
Author Wayne Hastie, General Manager, Public Transport
Luke Troy, General Manager, Strategy

General Managers' report to the Sustainable Transport Committee meeting on 9 May 2018

1. Purpose

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

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. Key issues

2.1 Revised Conditions of Carriage live on rail and Wairarapa buses

On 30 April, coincident with the new Public Transport Operating Model (PTOM) contract for Wairarapa bus services, new Conditions of Carriage were implemented for those bus services and for rail services. The new Conditions will apply for each new bus contract as they commence – in the Hutt Valley and Eastbourne on 17 June and the rest of the Wellington region on 15 July.

Under PTOM, customers buying tickets to travel on Metlink services have a contractual relationship with GWRC, not with the service operator. That contract is implemented through any conditions printed on customers' tickets and the Metlink Conditions of Carriage.

The original Conditions were developed for rail when those services were contracted under PTOM, in July 2016 and made available on the Metlink website. The revised Conditions include changes needed to make the Conditions applicable for bus services. In addition, the opportunity was taken to update the Conditions for rail. Most conditions apply equally across bus and rail.

The Metlink website has been updated to ensure that the key conditions are summarised clearly for customers, and that transitional fares and ticketing issues are explained. The full Conditions are available publicly there. Three key issues with the Metlink Conditions of Carriage are:

Key issue 1 – Carriage of domestic pets

The revised Conditions allow for domestic pets to be carried during off-peak hours for free on buses and trains. Previously, domestic pets could not be carried on Metlink services, but this has been an on-going concern from some customers. Many public transport operators internationally allow pets to be carried on board buses and trains.

The conditions are intended to balance the needs of customers who wish to travel with their pets and other customers who may not want to travel with animals on public transport. Accordingly, domestic pets may travel on Metlink services as long as they are enclosed in a suitable pet carrier which must be stored securely in the available space for luggage or on the passenger's lap.

In addition, passengers travelling with domestic pets are responsible for their and other passengers' safety and must keep them under control while they are on Metlink premises or vehicles. Customers may be refused entry to board a Metlink service or asked to leave with their pet if the vehicle is crowded; or if the animal is causing or likely to cause a safety risk or nuisance to other customers. Passengers travelling with domestic pets must travel during off-peak periods only.

The media (including TV, newspapers, radio and social media) have followed the story, noting that this was a first for New Zealand and that Auckland Transport was considering the carriage of pets on its services.

Key issue 2 – Improved customer focus

The Conditions have been written as simply as possible, to help customers understand their rights and obligations when travelling on Metlink services. The Conditions have undergone an external legal review to help ensure that GWRC's obligations under the Consumer Guarantees Act 1993 have been met.

Key issue 3 – Staggered implementation of fare and ticketing changes

Although the new Metlink Conditions of Carriage commenced on all rail services and on Wairarapa bus services on 30 April, a number of fare and ticket changes previously approved by Council will not come into effect until July. This means that there will be a transitional period between 30 April and 15 July (when the final PTOM bus contracts start) during which some aspects of the Conditions relating to fares and tickets will not be fully operational.

3. Strategic Framework

3.1 Regional Land Transport Plan (RLTP) and Government Policy Statement (GPS)

- 3.1.1 A draft GPS was issued by the Government on 14 March 2018, with submissions closing on 2 May. The GPS signals a significant change in direction and investment priorities. The new GPS contains two key strategic priorities, two supporting priorities (see diagram below) and three themes:

- A mode-neutral approach to transport planning and investment decisions
- Integrating land use and transport planning and delivery
- Incorporating technology and innovation into the design and delivery of land transport investment.

These themes provide guidance on how the objectives should be delivered.

Figure 1: Strategic Direction of the GPS 2018



- 3.1.2 The GPS introduces two new funding activity classes: Rapid Transit and Transitional Rail. The Transitional Rail activity class has been established to fund business cases for rail infrastructure as an interim measure to address immediate pressures on the rail network ahead of a review of rail funding.
- 3.1.3 Officers are working closely with KiwiRail and the government to ensure that key rail infrastructure projects will be able to be funded from this new activity class. These projects include the network track infrastructure catch up renewals (Wairarapa line and other critical track infrastructure) and unlocking network capacity and improving resilience business case.
- 3.1.4 RTC considered submissions on the RLTP and the draft update documents for the RLTP review on 24 April. Some 58 submissions were received from individuals and organisation. These generally supported an increased focus on public transport, walking and cycling and resilience.
- 3.1.5 Due to the delayed release of the new GPS and the significant changes in the document, consequential changes to State Highway investment priorities and the addition of rail infrastructure funding to the GPS, more time is required to ensure the programme is giving effect to the new GPS. An additional RTC meeting has been scheduled for 29 May to confirm the prioritisation of significant activities as part of the regional programme.

3.2 Revenue Protection Strategy update

The Revenue Protection Strategy endorsed by Committee on 21 March 2018, identifies the five revenue protection priorities for GWRC to focus on in the next three years:

1. Simplified fares and efficient, easy to use ticketing systems
2. Clear and accessible communications to customers
3. Ticket checks and enforcement across the Metlink network
4. Develop operating policies and procedures for staff involved in revenue protection
5. Improved reporting and data analysis.

As part of the discussion on priority 3, the Committee noted the change in legislation enabling better enforcement arrangements and requested an update on whether a policy for ticketing enforcement was required for the move to PTOM bus.

Officers consider that a policy for ticketing enforcement is not required prior to PTOM bus going live across the region. The rollout of Snapper on all Metlink buses provides significant benefits from a revenue protection perspective as it covers off a major part of customer fare evasion risk. The major driver for change will be when a new form of electronic ticketing comes to rail, as this will require customers to tag into and out of the system prior to boarding their rail service. While there is no urgency to develop a ticketing enforcement policy for PTOM bus, officers will begin work on this topic as part of the preparation for integrated fares and ticketing. Development of the approach will include consultation with operators and follow standard reporting processes for Committee

4. Significant issues and projects

4.1 Let's Get Wellington Moving

A summary report on the feedback received through public engagement was released on 13 March. In response to the feedback, further work is now being carried out by the LGWM team to feed into the ongoing programme development and evaluation. This includes work in the following key areas: early improvements; mass transit; Te Aro/SH1 realignment; Basin Reserve; and, road pricing.

The LGWM work programme has also been reviewed in light of draft GPS on Land Transport, there is strong alignment.

A shortlist of four programmes has been agreed to take forward to testing and evaluation. A recommended programme of investment is expected to be reported to partner councils in June.

4.2 Bus contracts and transition

4.2.1 Communications about bus changes

Information on Hutt Valley changes (including schools) went live on the Metlink website on 1 May, as well as a media release and associated social media support. Advertisements were placed that week on radio, community newspaper, online, and via outdoor advertising. Posters were placed on buses and trains, and e-newsletters were sent to customers. Region-wide changes relating to various fares matters including the Snapper Child Concession were publicised via the Metlink website in early May.

Metlink “AmBUSadors” promoted the changes in the Wairarapa and helped customers exchange Tranzit a.to.b cards for Snapper cards on buses. The AmBUSadors will be deployed ahead of service changes in other areas over coming weeks.

There has been generally favourable coverage of the transitions in the media.

4.2.2 Bus contract negotiations

Final contract details continue to be negotiated with NZ Bus to enable formal contract execution, which will signal the conclusion of the procurement process for all bus operating contracts under the Public Transport Operating Model (PTOM).

4.2.3 Transition activities

Transition activities with all four operators – NZ Bus, Tranzit, Uzabus and Mana – are progressing to schedule.

All transition activities were completed on schedule to enable go live of the Wairarapa PTOM contract on 30 April 2018, including all associated customer engagement activities. Officers are now focusing on transition activities for Hutt Valley PTOM services, commencing on 17 June, followed by Wellington, Porirua and Kapiti on 15 July.

Civil works have commenced on bus hubs in Miramar, Kilbirnie and in Newtown at the regional hospital. Civil works comprise new kerbing, preparations for new shelter installations and connectivity for CCTV and electronic information.

4.2.4 Fleet

Tranzit’s first batch of twelve buses manufactured by Optare in the UK entered service in the Wairarapa on 30 April. Subsequent batches of the 114 Optare buses have arrived in Auckland or are in transit to New Zealand.

The electric double deckers remain on schedule to enter service in mid-July. Tranzit has been granted a resource consent for the installation of electric bus charging poles and associated equipment at the Island Bay bus terminus in Reef Street.

NZ Bus and Mana continue with the painting and refurbishment of their existing fleet that will be used to deliver services in the new PTOM contracts.

A number of these buses in the new Metlink colours have re-entered service and can now be seen around Wellington streets.

4.2.5 Tailpipe monitoring

At the STC meeting of 14 February 2018, the Committee requested that GWRC officers report back to the STC on the logistics and cost of introducing random testing of tailpipe emissions of the diesel bus fleet in the future.

A number of options exist for random testing of tailpipe emissions of the bus fleet. These include:

- Chassis dynamometer testing
- Remote sensing devices
- Portable emissions monitoring systems (PEMS)
- Emissions audits

Of the available methods for monitoring emissions of the bus fleet, PEMS testing is considered to be the best method for assessing real-world (actual) emissions. GWRC has sought advice from Dr Gerda Kuschel of Emission Impossible Ltd (EIL) who has previously provided advice to GWRC on the evaluation of bus emissions for the bus tender evaluation.

EIL recommend a three-stage approach leading to a partial (but representative) assessment of the fleet to ensure the testing regime is robust, effective and meets GWRC's objectives. Staging the work would also enable a review of the findings at key points before committing to future work.

Stage 1 – Programme Feasibility and Development – confirming the objectives of the programme to ensure the most effective design can be developed, reviewing existing data and confirming the next steps with likely costs to ensure a testing programme falls within budget constraints.

Stage 2 – Operator Workshop and Planning – engagement with all of the regional bus operators at a workshop to get their buy-in and understanding of the issues.

At this stage a range of routes would be assessed to establish a route that best represents typical conditions (e.g. average speed, gradient etc.) across the public transport network. The testing programme for a representative sample of the bus fleet would then be developed.

A baseline Bus Emissions Prediction Model would be developed, based on the model developed for the tender evaluation process, to enable impacts and changes to be modelled to, for example, develop corridor management plans in hot spots, and model changes to the bus fleet and inform investment decisions.

Stage 3 – Tranche 1 Testing and Audit – use PEMS equipment to test three buses each of 15 variants (45 buses in total) on the test route (established in Stage 2), as follows:

- a) The sampling equipment would be located inside the back of each bus and connected to the exhaust via a flexible stainless steel extension. Depending on the bus design, this may require temporarily replacing the rear window with a customised perspex insert in order to direct the exhaust stream to the equipment.
- b) Key parameters that would be measured and logged include:
 - Concentrations of nitrogen oxides (NO-NO_x), particulate matter (PM) and carbon dioxide (CO₂) in the exhaust
 - Exhaust gas flowrate and temperature
 - Engine operating speed, throttle position, air-fuel ratios (lambda) and on-board diagnostics (OBD) if available
 - GPS velocity and spatial information (location, road gradient)
 - Fuel use
- c) Testing would most likely be done out of service so each test bus would need to be loaded with a distributed weight of the equivalent of a pre-determined passenger capacity.
- d) Buses would be tested on the same "real world" route to enable direct comparison between each vehicle, by road gradient, etc.

There are economies of scale by testing more than one of the same type of bus. Testing 45 buses (around 10% of the bus fleet) would provide a comprehensive and representative picture of the actual fleet emissions. These results when combined with auditing results (e.g. through the review of service records) could be used to see whether any future PEMS testing would be needed or whether proxy methods (such as auditing alone) could provide sufficient confidence that best practices are being met and are delivering the outcomes sought by GWRC.

The approximate costs for the design, development and testing of up to 45 buses (being about 10% of the fleet) is **\$435,000**. There is no allowance in the current LTP budget for monitoring of this type.

4.2.6 Levin – Waikanae trial service

In March 2017 a two-year trial bus service between Levin and Waikanae was established by Horizons Regional Council (Horizons) in conjunction with GWRC. The terms for the trial included a commitment to review the service after 12 months based on a success criterion of an average of 10 passengers per trip. This review would determine continuation of the trial to two years with a further review to decide on service requirements beyond the trial period (including cancellation if the success criterion was not met).

Patronage figures – March 2017 to March 2018

Month	Average number of passengers per trip*	Month	Average number of passengers per trip*
May 2017	18	November 2017	18
June 2017	21	December 2017	19
July 2017	18	January 2018	22
August 2017	18	February 2018	18
September 2017	15	March 2018	20
October 2017	17		

* Patronage information for March and April 2017 is not included but is assumed to be consistent with other months

As shown in the table above, the success criterion for the trial has been met and as such the service will continue in its current form to March 2019 (albeit with minor tweaks to ensure rail connections when rail timetables change in July). Further review for longer-term requirements will be made in conjunction with Horizons.

4.3 Rail operations

4.3.1 Wairarapa line performance

Testing for increasing the number of carriages on the busiest Wairarapa train services to nine cars (from eight) is in progress.

A report on an independent investigation by SNC-Lavalin into rolling stock issues on the Wairarapa Line is in final draft and being reviewed by the major stakeholders. The report is expected to be released publicly in May 2018.

4.3.2 Park and Ride

The Porirua Park and Ride northern extension re-design is currently going through the consenting process. It is unlikely that contractors will be able to start construction this financial year.

4.4 Sustainable Transport

Greater Wellington's active travel to school initiative, Movin' March, was the most successful ever with 91 schools registering. This compares with 70 schools registering in the previous year. Throughout the month more than 24,000 Year 1-8 students engaged with Movin' March by filling in a passport for their active travel trips to school as well as participating in various school events that celebrated active travel. There was also a much higher level of engagement with parents and schools through a number of competitions and particularly through social media.

Greater Wellington's cycle skills training programme, Pedal Ready, is fully booked for training in schools until the end of the calendar year. With additional funding from ACC, delivery was targeted at schools and communities near new cycling infrastructure. Nearly 30 new schools have been booked for training.

New instructors are being recruited and encouraged to get their qualifications. There is also more demand for adult training at workplaces and for e-bike courses. Over the next few months the transition to participating in the national cycle education programme will be underway. This is a partnership with NZTA, ACC and regional providers.

Horizons Regional Council has agreed to join the national Smart Travel platform as the lead council in the Manawatu region. The total number of councils participating is now 10.

5. Responses to public participation

21 March 2018

Trish Enright spoke to the Committee in relation to fares and 30-day passes as part of item 6, *Metlink Revenue Protection Strategy*.

Ms Enright expressed concern that the 30-day passes in Wellington city would be discontinued, against findings of the *Better Metlink Fares* review. This is not the case – from 15 July a new Metlink 30-day pass will be offered for travel in zones 1 to 3 at the same price and with extended coverage in the northern suburbs. Pricing issues about differences between the rail monthly pass and Snapper fares for bus users will be addressed as part of the next phase of fares transition leading to integrated ticketing.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is not necessary.

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