



If calling, please ask for Democratic Services

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## Transport Committee

Thursday 4 May 2023, 9.30am

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

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**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** (A Committee of the Whole)

### **1 Purposes**

- 1.1 Oversee the development, implementation and review of Council's strategic direction and policies for transport and mode-shift.
- 1.2 Set the operational direction to deliver public transport and mode-shift.
- 1.3 Provide input into joint transport-related projects and initiatives.
- 1.4 Ensure these matters promote the social, economic, and environmental well-being of the Wellington Region.

### **2 Specific responsibilities**

- 2.1 Apply Council's Te Tiriti o Waitangi principles when conducting the Committee's business and making decisions.
- 2.2 Prepare the Wellington Regional Public Transport Plan (and variations) and recommend its adoption by Council.
- 2.3 Approve strategies, policies and guidelines to deliver public transport in accordance with the Wellington Regional Public Transport Plan.
- 2.4 Approve transport strategies, policies, plans, programmes, initiatives and indicators related to transport demand management and active mode promotion.
- 2.5 Review performance trends related to public transport and transport demand management activities.
- 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)
  - b Transport demand management, including Vehicle Kilometres Travelled (VKT) reduction, and active mode promotion initiatives.
- 2.7 Oversee Council's involvement in jointly-managed regional and national transport programmes and projects, including Let's Get Wellington Moving and the National Ticketing Solution.
- 2.8 Consider matters relating to public ownership of public transport and recommend on these to Council.

- 2.9 Consider regional, national and international developments; emerging issues and impacts; and changes in the legislative frameworks for their implications for transport strategies, policies, plans, programmes, initiatives and indicators.
- 2.10 Consider and endorse business cases for submission to Waka Kotahi NZ Transport Agency or other agencies on strategic transport projects with the potential for significant financial impact.
- 2.11 Inform Council's representatives on matters going forward to the Regional Transport Committee to assist that committee in developing the Wellington Regional Land Transport Plan.
- 2.12 Ensure that the Committee's decision-making:
  - a Considers climate change-related risks (mitigation and adaptation)
  - b Is consistent with Council's plans and initiatives to give effect to Council's declaration of a climate emergency on 21 August 2019, including agreed emissions reduction targets.
- 2.13 Advocate:
  - a For the alignment of initiatives across the Wellington Region with transport implications, including for spatial planning and land use planning
  - b To support the Wellington Region's territorial authorities in their traffic resolution processes that reallocate road space for public transport and active modes.
- 2.14 Review, after each Public Transport Advisory Group meeting, a written report of the business conducted at that meeting.

### **3 Delegations**

- 3.1 Subject to sections 3.3 to 3.7, Council delegates to the Committee all the powers, functions and duties necessary to perform the Committee's responsibilities (except those that must not be delegated, have been retained by Council, have been delegated to another committee, or have been delegated to the Chief Executive).
- 3.2 The Committee has the authority to approve submissions to external organisations for matters pertaining directly to the Committee's purpose.
- 3.3 The Committee may make decisions on matters with a financial impact only where the related costs are:
  - a Budgeted for in the relevant business group's budget
  - b Not budgeted for in the relevant business group's budget, but can be met from savings within that budget.
- 3.4 Where the Committee considers a decision with a material financial impact is needed<sup>1</sup>, the Committee must refer the matter to Council for its decision.

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<sup>1</sup> That is, where savings are identified from other business groups' budgets to meet the related costs; or no savings are identified across Greater Wellington's overall budget to meet the related costs.

- 3.5 The Committee may not make a decision that is materially inconsistent with Council's Annual Plan or Long Term Plan.
- 3.6 Where a matter proposed for consideration by the Committee (including during the development of proposed Greater Wellington plans and policies) is of strategic importance to the Wairarapa Constituency, that matter shall first be referred to the Wairarapa Committee or its members for their consideration.
- 3.7 The Committee shall ensure that it acts under the guidance of the Memorandum of Partnership in working with Greater Wellington's mana whenua partners of the Wellington Region to ensure effective Māori participation in the Committee's deliberations and decision-making processes.

#### **4 Members**

- 4.1 All thirteen Councillors.
- 4.2 The Chair of the Public Transport Advisory Group.

#### **5 Voting entitlement**

The Chair of the Public Transport Advisory Group member sits at the table and has full speaking rights, but has no voting rights at any Committee meeting.

#### **6 Quorum**

Seven Committee members.

# Transport Committee

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Thursday 4 May 2023, 9.30am

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

## Public Business

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Please note these minutes remain unconfirmed until the Transport Committee meeting on 4 May 2023.

Report 23.125

## Public minutes of the Transport Committee meeting on Thursday 23 March 2023

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council | Te Pane Matua Taiao  
100 Cuba Street, Te Aro, Wellington at 9.30am

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### Members Present

Councillor Nash (Chair)  
Councillor Woolf (Deputy Chair)  
Councillor Bassett  
Councillor Connelly  
Councillor Duthie (from 9.36am)  
Councillor Gaylor (remotely, via MS Teams)  
Councillor Kirk-Burnnand  
Councillor Laban (remotely, via MS Teams)  
Councillor Lee  
Councillor Ponter  
Councillor Ropata  
Councillor Saw  
Councillor Staples

### Karakia timatanga

The Committee Chair invited Councillor Connelly to open the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Cr Saw / Cr Staples

That the Committee accepts the apology for lateness from Councillor Duthie.

The motion was **carried**

**2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

**3 Public participation**

Nathan Schofield spoke on the late cancellation of trains on the Hutt Valley Line.

Councillor Duthie arrived at 9.36am during the above public participant.

Mark Willoughby spoke on the failure of the Brooklyn bus services and requested the committee and Metlink General Manager resign.

Wesley Gyles-Bedford spoke on the community connect programme and suggested more work be done to inform people they are eligible. Introducing push notifications from the Metlink app when services are cancelled were also discussed.

**Noted:** The Committee requested an update on implementing push notifications through the Metlink app.

**4 Confirmation of the Public minutes of the Transport Committee meeting of 16 February 2023 - Report 23.49**

Moved: Cr Kirk-Burnnand / Cr Ponter

That the Committee confirms the Public minutes of the Transport Committee meeting of 16 February 2023 - Report 23.49

The motion was **carried**

**5 Public Transport Performance – January 2023 – Report 23.85 [For Information]**

Melissa Anderson, Manager Operations & Partnerships, spoke to the report. The Metlink performance report – February 2023 (Attachment 2) was tabled.

**Noted:** The Committee requested more information regarding the future of bus replacements for train services and the increase in service design rail complaints.

**Noted:** The Committee requested a report be presented at a future meeting with more information about the budget, including the impact of half-price fares.

**Noted:** The Committee requested a workshop to discuss what information should be contained within the performance reports.

**6 Public Transport Operator Update – Tranzurban – Report 23.107 [For Information]**

Renee Snelgrove, HR and Legal Director, Tranzit Group and Melissa Anderson, Manager Operations & Partnerships spoke to the report.

Tranzit Group's investment in Charging facilities and repowering buses from diesel to electric vehicles was discussed. There have been continued efforts to recruit new drivers including working with Greater Wellington to improve driver wages, targeted campaign to

students and recruiting from overseas with the first new drivers having recently arrived from the Philippines.

The Committee questioned the support Tranzit Group is providing to overseas drivers that are being recruited. In response to this, the Committee were advised the overseas recruits were provided with accommodation for eight weeks, are helped in securing more permanent accommodation and are introduced to community and religious groups. The perception of Metlink branded buses being used for cruise charters was also discussed and how it impacts Metlink's reputation.

## **Karakia whakamutunga**

The Committee Chair invited Councillor Connelly to close the meeting with a karakia whakamutunga.

The meeting closed at 10.58am

Councillor T Nash

**Chair**

Date:



**Transport Committee  
4 May 2023  
Report 23.135**



**For Information**

**PUBLIC TRANSPORT SERVICES PLAN FOR FIFA WOMEN'S WORLD CUP**

**Te take mō te pūrongo**

**Purpose**

1. To provide the Transport Committee (the Committee) with an overview of the Metlink public transport services plan for FIFA Women's World Cup 2023 (Tournament).

**Te horopaki**

**Context**

2. The Tournament will be jointly hosted by Australia and New Zealand and is scheduled to take place from 20 July to 20 August 2023.
3. The Tournament will involve 32 international teams.
4. The opening match will be contested between New Zealand and Norway at Eden Park, Auckland on 20 July 2023. The final will take place on 20 August 2023 at Sydney Olympic Stadium in Australia. More information about the Tournament can be found here: <https://www.fifa.com/fifaplus/en/tournaments/womens/womensworldcup/australia-new-zealand2023>

**Wellington region**

5. Wellington is a host city for the Tournament. Nine matches will take place at the Wellington Regional Stadium - seven group matches, a round of 16 match and quarter final.
6. Wellington's major group matches are: Sweden v South Africa on 23 July 2023; New Zealand v Philippines on 25 July 2023; and USA v Netherlands on 27 July 2023.
7. The matches and kick off times at Wellington Regional Stadium are:

<b>Match</b>	<b>Date</b>	<b>Time</b>
Spain v Costa Rica	Friday 21 July 2023	19:30 NZDT
Sweden v South Africa	Sunday 23 July 2023	17:00 NZDT
New Zealand v Philippines	Tuesday 25 July 2023	17:30 NZDT
USA v Netherlands	Thursday 27 July 2023	13:00 NZDT
Sweden v Italy	Saturday 29 July 2023	19:30 NZDT
Japan v Spain	Monday 31 July 2023	19:00 NZDT

South Africa v Italy	Wednesday 2 August 2023	19:00 NZDT
Round of 16: 1C v 2A	Saturday 5 August 2023	20:00 NZDT
Quarterfinal Match	Friday 11 August 2023	13:00 NZDT

8. The Wellington region will also have Team Base Camps for Sweden at NZ Campus of Innovation & Sport (for training and accommodation) located in Upper Hutt, and South Africa at Porirua Park (for training).

**Regional Coordination Group**

9. The Regional Coordination Group (Group) led by WellingtonNZ is responsible for, among other things, transport arrangements for the upcoming Tournament. The Group has members from:
- a WellingtonNZ
  - b FIFA
  - c Wellington Regional Council (Metlink)
  - d Wellington City Council
  - e Porirua City Council
  - f NZ Campus of Innovation & Sport
  - g Waka Kotahi
  - h Capital Football
  - i Local iwi
  - j Retailers
  - k New Zealand Police
  - l Wellington Regional Stadium
  - m Wellington Airport.

**WellingtonNZ's role**

10. WellingtonNZ is the relationship holder with FIFA and will coordinate the regional approach to the Tournament, including FIFA's sustainability requirements.
11. Active transport modes such as walking, and cycling (and scooting) will be addressed as part of the wider WellingtonNZ transport plan for the event.

**Metlink's role**

12. Metlink's role is to ensure that the host city requirements around public transport are fulfilled. At a high level, for public transport the host city must:
- a Ensure free public transport for fourteen calendar days prior to the first match played in the host city until five days after the last match hosted, for Accreditation Pass holders.
  - b Enable match ticket holders to have an integrated public transport ticket to use public transport on match days free of charge.

13. FIFA issues Accreditation Passes. Accreditation Pass holders include match and team officials, FIFA workers associated with the tournament and official media.
14. Free transport for the Accreditation Pass holders begins on 7 July 2023 (14 days before the first match) and ends on 16 August 2023 (five days after the Quarter Final).
15. Metlink will provide integrated ticketing for the Tournament. Metlink's integrated ticketing approach has been trialled at the Homegrown music festival and Hurricanes home games.
16. WellingtonNZ, as part of its budget for the Tournament, will meet the cost of the public transport for Accreditation Pass Holders and integrated ticketing for match ticket holders.

## **Te tataritanga Analysis**

### ***Provision of public transport services***

17. Metlink, working with our public transport operators, have existing well-established plans for stadium events with service levels based on crowd numbers. These plans will be applied to the Tournament.
18. In planning public transport services officers have considered: matches kick off times; the final whistle; and the potential for extra time and penalties being played in the Round 16 and Quarter Final (as these will be knock out matches).
19. Due to the varying kick-off times, most matches are outside of peak commuter travel times which means that there is latent capacity on our network for the additional demand.
20. Officers have identified three matches where the kick-off time or final whistle falls into peak travel times. These matches are New Zealand v Philippines, USA v Netherlands, and the Quarter Final knockout match.
21. For the matches at peak commute times, the additional demand will need to be absorbed into our timetabled services. At peak commute times there will be no additional bus or rail services as all our operators' resources are utilised for timetabled service provision. WellingtonNZ is aware of this service constraint.
22. A communications plan is being developed to highlight service level implications during the Tournament for our regular customers.

### ***Bus***

23. Metlink and our bus operators continue to be faced with the challenges of the national bus driver shortage impacting on provision of services. During the Tournament, cancellations are likely to be similar to current levels. We have highlighted this as a risk to WellingtonNZ.

### ***Rail***

24. Tranzdev, our rail operator, will plan additional services based on projected crowd numbers, as with other stadium events. The cost of providing additional rail services will be met from Metlink's special events budget.

25. Tranzdev is not significantly impacted by staff shortages so cancelled services are unlikely to impact match days.
26. Train services will operate on match days- no planned maintenance will be undertaken which requires rail replacement services on match days.

**Contingency planning**

27. Metlink will carefully monitor service levels on game days to ensure customer communications is updated in a timely manner.
28. For significant unplanned disruptions to public transport services Metlink will refer to its Business Continuity Plan.
29. In the event of significant unplanned disruptions, Metlink would:
  - a arrange appropriate action for services in partnership with our operators
  - b inform WellingtonNZ
  - c communicate any actions.

**Ngā hua ahumoni  
Financial implications**

30. As set out in the report, the cost of providing transport for Accreditation Pass holders will be funded by WellingtonNZ.
31. Pricing for integrated public transport tickets for match ticket holders has been negotiated on a bulk purchase basis in accordance with Metlink's event ticketing pilot strategy.
32. The cost of providing additional rail capacity will be met from within existing Event Services budget.

**Ngā kaiwaitohu  
Signatories**

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

<p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b> <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>This report provides the Committee with information regarding public transport provision for a major international event.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>Supporting this Tournament provides an opportunity to actively promote the use of public transport in the region.</p>
<p><b><i>Internal consultation</i></b></p> <p>No internal consultation outside of Metlink was deemed necessary.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>Risks associated with the provision of public transport are set out in the body of this report</p>

Transport Committee  
4 May 2023  
Report 23.167



For Decision

## DRAFT SUBMISSION ON CHARGING OUR FUTURE - A DRAFT LONG-TERM ELECTRIC VEHICLE CHARGING STRATEGY FOR AOTEAROA NEW ZEALAND – MINISTRY OF TRANSPORT

Te take mō te pūrongo  
Purpose

1. To seek the Transport Committee’s endorsement for a Greater Wellington Regional Council (Greater Wellington) submission to the Ministry of Transport on their consultation document, ‘Charging Our Future: a draft long-term electric vehicle charging strategy for Aotearoa New Zealand’.

He tūtohu  
Recommendations

That Transport Committee:

1. **Approves** the submission to the Ministry of Transport on the Charging Our Future: draft long-term electric vehicle charging strategy for Aotearoa New Zealand ([Attachment 1](#)).
2. **Authorises** the Transport Committee Chair to make minor editorial amendments to the submission.

Te horopaki  
Context

2. The Ministry of Transport released a consultation document titled ‘*Charging Our Future: a draft long-term electric vehicle charging strategy for Aotearoa New Zealand*’<sup>1</sup> on 22 March 2023.
3. Te Manatū Waka Ministry of Transport has prepared the draft strategy as part of delivery on the first national Emissions Reduction Plan, which includes the action to rapidly adopt low-emissions vehicles and ensure adequate charging capability for New Zealanders.
4. When introducing this draft strategy, the Ministry of Transport notes that, “while electric vehicles are not a panacea, they have a big role to play as part of our future

<sup>1</sup> Available online at <https://consult.transport.govt.nz/policy/charging-our-future/>

decarbonised transport system, complementing increased opportunities for adults and children to safely walk, cycle and use high-quality public transport.”

5. The draft strategy is covered over five key outcomes;
  - a Our national Electric Vehicle (EV) charging system is underpinned by affordable, reliable, secure and safe power supply and infrastructure;
  - b All EV users can safely access and use EV charging when and where needed;
  - c Aotearoa’s EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards;
  - d Aotearoa’s EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors; and
  - e Our national EV charging system supports the transition to, and use of, low – and low-emissions transport modes across the wider transport system
6. The submission emphasises the need for further consideration by the Ministry of Transport on some key areas, including the need to respect the input and influence of the private sector in implementing the plan, and the need to avoid unintentionally increasing inequity when implementing actions which promote private EV use.
7. Submissions close on 11 May 2023.

### **Te tātaritanga Analysis**

8. Overall, the outcomes of the draft strategy align with our regional policies and strategies, including the Regional Policy Statement and the Regional Land Transport Plan.
9. Greater Wellington’s draft submission (**Attachment 1**) discusses the following points:
  - a The Strategy is broadly aligned with Wellington Region policy direction;
  - b The role of this Strategy against the larger challenge of decarbonising the transport sector, including freight and public transport;
  - c The importance of private sector buy-in and participation of the delivery of the Strategy; and
  - d The Strategy must respond to growing transport inequity.

### **Ngā hua ahumoni Financial implications**

10. There are no financial implications arising from this report.

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

11. There are no implications for Māori arising from this report.

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

12. The draft Strategy aligns with the current 2021 RLTP target of a 35 percent reduction in transport-related carbon emissions by 2035.

**Ngā tikanga whakatau**  
**Decision-making process**

13. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

**Te hiranga**  
**Significance**

14. 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, due to its administrative nature.

**Te whakatūtakitaki**  
**Engagement**

15. External engagement was not required as part of this submission.

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

16. Officers will liaise with the Chairs of both Climate and Transport Committees and will provide the final submission to the Ministry of Transport before the submission closing date of 11 May 2023.

**Ngā āpitihanga**  
**Attachment**

Number	Title
1	Attachment 1 - Draft submission on Charging Our Future: A Draft Long-Term Electric Vehicle Charging Strategy for Aotearoa New Zealand– Ministry of Transport

**Ngā kaiwaitohu**  
**Signatories**

Writer	Emma Hope – Senior Strategic Advisor
Approvers	Grant Fletcher – Acting GM, Strategy and Engagement



<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Council has responsibility for approving submissions to external organisations on matters pertaining to land transport management.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>Government has signalled through the Government Policy Statement on Land Transport and recently released Emissions Reduction Plan the requirement to support the uptake of zero and low-carbon emission transport options. The GW Regional Land Transport Plan review will consider policies and investments which give effect to this direction.</p>
<p><b><i>Internal consultation</i></b></p> <p>The draft submissions were reviewed by officers from Metlink, Climate Change, and Environmental Policy.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risks arising from this report.</p>



Tracy Yardle  
Ministry of Transport  
PO Box 3175  
Wellington 6140

Tēnā koe Tracy,

**RE: Submission on draft electric vehicle charging strategy ‘Charging Our Future’**

The Greater Wellington Regional Council (**the Council**) thanks the Ministry of Transport for the opportunity to provide feedback on the draft electric vehicle charging strategy, ‘Charging Our Future’ (**The Strategy**).

Overall, the Council **supports** this strategy, as it broadly aligns with the strategic objectives of the Greater Wellington draft Regional Policy Statement, and the Regional Land Transport Plan.

This Council wishes to **emphasise** the following points:

1. The Strategy is broadly aligned with Wellington Region policy direction;
2. The role of this Strategy against the larger challenge of decarbonising the transport sector, including freight and public transport;
3. The importance of private sector buy-in and participation of the delivery of the Strategy; and
4. The strategy must respond to growing transport inequity.

**1. The Strategy is broadly aligned with Wellington Region policy direction**

The Regional Policy Statement for the Wellington Region has existing direction to reduce greenhouse gas emissions from transport, reduce the use and consumption of non-renewable transport fuels, and seek efficient use of existing transport network infrastructure. This direction has been strengthened through Proposed Change 1 to the Regional Policy Statement (RPS), which was notified in August 2022 and included a new chapter on climate change to respond to the government’s objectives on emissions reduction and climate change resilience.

The change includes new policies requiring new and altered transport infrastructure to contribute to reductions in greenhouse gas emissions by maximising mode shift from private vehicles and supporting the uptake of low and zero-carbon transport modes, which includes electric vehicles.

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Change 1 to the RPS also contains policies relating to freight movement efficiency and the minimisation of associated transport emissions. The proposed RPS policies, and how they direct district plans, generally align with Focus Area 3c of the draft electric vehicle charging strategy. The RPS direction is, however, broader than electric vehicle charging facilities and places emphasis on transport infrastructure and urban development demonstrating efforts to minimise reliance on private vehicles and maximise the use of public and active transport modes.

## **2. The role of this Strategy against the larger challenge of decarbonising the transport sector, including freight and public transport**

The 2021 Wellington Regional Land Transport Plan has ambitious targets of 35% fewer carbon emissions from transport, and a 40% increase in the share of trips by active travel and public transport by 2035. These targets are broad and overarching. While electric vehicles are an important tool towards decarbonising the transport fleet, our region has also committed to a wide range of approaches to decrease reliance on private vehicles, and reduce carbon emissions, including providing a high quality, reliable, emissions-free public transport network, and prioritising infrastructure to support users to feel safe when walking or cycling.

Freight providers are also under increasing pressure to decarbonise their freight networks, door-to-door. Centreport has committed to having net carbon emissions by 2040. To achieve this will require investment in alternative fuelled technology, as well as electrifying its existing fleet of both light and heavy vehicles.

With finite transport budgets already under increasing pressure, the role and significance of a strategy such as Charging our Future must be realistically prioritised against the many other projects and activities currently underway that are contributing towards reducing emissions. This Strategy must also be coordinated with the overall approach to decarbonisation of the transport and energy sectors with particular regard to understanding and planning for future energy demand and availability.

## **3. The importance of private sector buy-in and participation of the delivery of the Strategy**

There is currently enthusiasm from private energy providers to support this Strategy and play their role in developing EV support infrastructure (i.e. charging stations.) It makes sense to give private providers licence to own key implementation activities from the strategy, particularly for infrastructure which is likely to predominantly, or exclusively, benefit private EV owners. This would then allow for the government to focus on supporting public interests for existing and new technologies, such as for heavy vehicles, including public transport and freight, as well as focusing regulatory settings to promote private sector investment and innovation, thereby reducing transport inequity through providing viable options for the way in which people move.



Annex 2 of the draft Strategy proposes a variety of institutional arrangements for implementing the final strategy. It is the Council's view that the entity established to implement the 'Charging our Future' Strategy will need bring together a diverse set of powers and responsibilities which currently sit under multiple different ministries in order to be effective.

We also note the existing, significant private sector transport energy distribution network with clear commitments from companies in that sector to move towards carbon zero. Council believes this Strategy should seek to use the sector's expertise and innovation.

As mentioned under bullet point 2, this Strategy is only one part of one tool towards decarbonising the transport fleet. The cost of setting up any of the proposed institutional arrangements as part of delivery of the Strategy needs to be financially commensurate to the amount of impact it will likely have towards decarbonising the fleet, and therefore be prioritised accordingly.

### **3. The strategy must respond to growing transport inequity**

We encourage the Ministry to include actions within the Strategy to include more innovative ways to provide wider access to electric vehicles, rather than purely relying on organic uptake through private ownership. The Strategy mentions equity only in relation to improving the equity of, and access to, safe residential home charging. The high purchase cost of an electric vehicle (between \$40,000 and \$80,000+) makes the possibility of owning an electric vehicle a 'pipe dream' for many median and lower income earners in New Zealand. It is likely that attempts to incentivise the uptake of electric vehicles will result in increased inequity within the transport system. Those who can afford electric vehicles are able to make use of subsidies and other incentives, while many people on lower incomes, who are statistically more likely to live further from their places of work and have more fixed hours, are forced to continue to rely on older, less reliable ICE vehicles.<sup>1</sup>

The Charging Our Future discussion document comments on the current high rates of private vehicle ownership and off-street parking in Aotearoa New Zealand. Electric vehicles are part of the suite of changes necessary to reduce greenhouse gas emissions related to transport. However, currently, they tend to represent private vehicle ownership and support single family detached dwellings. Given the strong national direction to intensify urban areas, enabling a greater variety of housing typologies and increasing the uptake of public and active transport to support this intensification, it is our view that a preference for supporting shared ownership of electric vehicles should be indicated in areas where alternative transport modes are available.

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<sup>1</sup>Productivity Commission report, 'how to reduce persistent disadvantage', available: <https://www.productivity.govt.nz/assets/Documents/Reducing-persistent-disadvantage-research-note-Sep-2022-FINAL-1.pdf>, accessed 21 April 2023



The benefits of car-share schemes using electric vehicles, and existing challenges with reliable access to charging points, is addressed in the 2019 Advisory Report, 'Supporting Electric Vehicles in the Wellington Region'. We note that there is currently no mention of supporting the increase of car-share initiatives such as Mevo in the Charging Our Future discussion document or strategy. Signalling a shift away from private vehicle ownership in urban areas, and the greater need to invest in infrastructure to car share initiatives as well as other zero- and low-carbon transport modes, would ensure consistency with the broader direction of travel in emissions reduction. This approach could also enable a culturally responsive approach to vehicle ownership, for example as part of supporting iwi when developing papakāinga. We therefore support Focus Area 5, but consider that this focus area and the strategy as a whole should highlight the need to support uptake of a wider low or zero-carbon multi-modal transport network.

#### **Further Contact**

We welcome the opportunity for Greater Wellington Regional Council officers to engage further with Ministry of Transport on any aspect of our submission. For future discussion, please contact:

Emma Hope, Senior Strategic Advisor, Regional Transport  
[emma.hope@gw.govt.nz](mailto:emma.hope@gw.govt.nz)

Ngā mihi nui

Councillor Thomas Nash,  
Chair, Transport Committee

Councillor Penny Gaylor  
Chair, Climate Committe

Transport Committee  
4 May 2023  
Report 23.142



For Information

## **PUBLIC TRANSPORT OPERATOR UPDATE – NZ BUS**

### **Te take mō te pūrongo**

#### **Purpose**

1. To provide the Transport Committee with a brief overview of public transport bus operator NZ Bus’s business.

### **Te tāhū kōrero**

#### **Background**

2. Both the Chair of our Council and Transport Committee have expressed a desire for there to be ongoing opportunities for interaction between Councillors and public transport operators.
3. Each of the six public transport operators in the Wellington Region are scheduled to attend a Transport Committee meeting in 2023 to provide a brief overview of their business.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

4. A senior manager from NZ Bus will speak at the Committee’s meeting on 4 May 2023.

### **Ngā kaiwaitohu**

#### **Signatories**

Writer	Margaret Meek – Principal Advisor Public Transport Governance, Metlink
Approvers	Melissa Anderson – Manager Operations and Partnerships, Metlink Samantha Gain – General Manager, Metlink

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> It is appropriate for the Committee to receive an overview of its public transport operators' businesses.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> This overview provides information that will help inform delivery of public transport.
<b><i>Internal consultation</i></b> There was no internal consultation.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks and impacts.

Transport Committee  
4 May 2023  
Report 23.140



For Information

## **PUBLIC TRANSPORT PERFORMANCE - UPDATE**

### **Te take mō te pūrongo**

#### **Purpose**

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

### **Te horopaki**

#### **Context**

2. Since the introduction of the Public Transport Operating Model (PTOM) bus partnering contracts in July 2018, Metlink has had access to information that helps us to better appreciate and understand the performance of our public transport network.
3. Monthly operational performance reports were developed in early 2019; drawing on available information to provide performance reporting at the level provided in other authorities.
4. Monthly performance reports are published on the Metlink website to enable the public to easily access this information
5. Over time, Metlink has amended the content of these operational reports to respond to requests from transport committees and to make improvements/changes identified by officers.
6. At recent meetings, members of the Committee have requested that the information provided in these performance reports be reviewed and amended to ensure that the information is reported on in the most useful and meaningful way possible.
7. Metlink is in the process of arranging a meeting with relevant Committee members to better understand the performance outcome reporting Councillors would like to see and what performance data Metlink has to facilitate that requirement.
8. Metlink expects to be able to provide the Committee with revised operational performance reports at its next meeting in June 2023.
9. [Attachment 1](#) contains an overview (including commentary) of the key results in Metlink's monthly performance report for March 2023.
10. Metlink looks forward to continuing to strengthen our access to data, insight, expertise, and capability.



***Current network status – suspended services***

*Ferry*

11. There are currently no suspended services on the Harbour Ferry Services.

*Rail*

12. There are currently no suspended services on the Metlink rail network.

*Bus*

13. As a result of the driver resource shortages and in an effort to provide more certainty for customers, Metlink has, in partnership with bus operators, made a number of temporary service suspensions on the network.
14. In September 2021, Metlink made a number of changes to NZ Bus trips including a mix of temporarily suspended trips and consolidation and/or permanent removal of others (mainly school bus services); these services were predominantly in Wellington City and Eastbourne (at the same time, Metlink increased the number of interpeak trips, to enable more full-time driver shifts).
15. Since October 2022, a further 67 NZ Bus trips have been temporarily suspended; these services were also predominantly Wellington City bus services.
16. Since November 2022, a further 114 Tranzurban trips have been temporarily suspended; these services were in Wellington City and Porirua.
17. The Frontline Staff Workforce Issues (Report 23.138) report sets out our approach to returning to a full timetable.

**Te tātaritanga  
Analysis**

18. Bus service levels continue to be impacted by frontline staff workforce issues. A report entitled Frontline Staff Workforce Issues (Report 23.138) is on the agenda for consideration at this Committee meeting.

***Bus performance – March 2023***

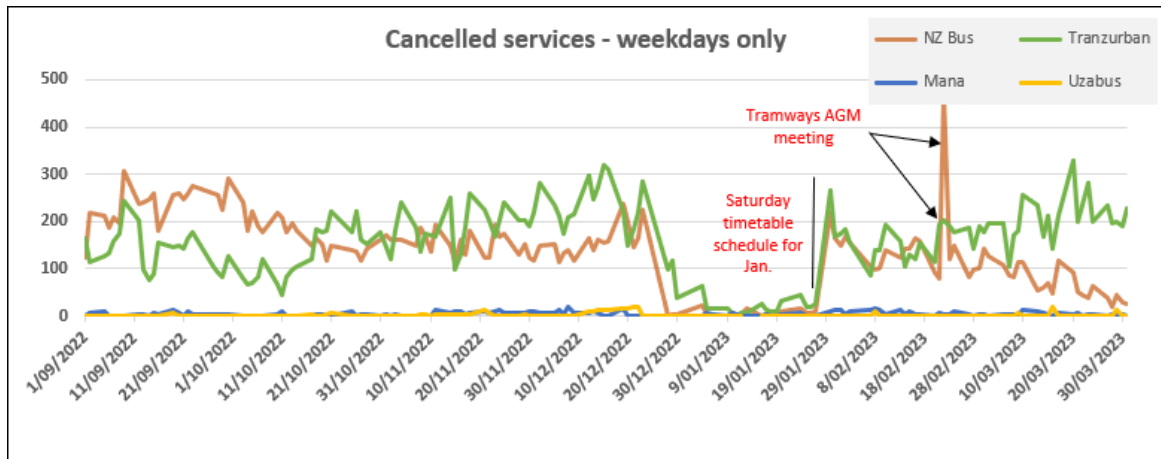
*Patronage*

19. Bus passenger boardings for March 2023 were 2.36 million, this compares to boardings of 2.43 million in March 2019 (pre-COVID-19). Patronage is now at 97.2% of pre-COVID-19 levels, which shows good recovery despite significantly reduced service levels due to driver shortages.

*Reliability*

20. The reliability metric is a measure of services deemed to have run. The daily reliability target for our bus services is 98%. Reliability for March 2023 was 92.1% and 91.9% for the year to date. Reliability this month (and year to date) reflects the underlying bus driver shortages of drivers.

21. The graphs below provide information on cancellation trends by operator. Note, this is reports against timetabled services and does not therefore include suspended services



*Punctuality*

22. The punctuality metric is a measure of services departing from origin, leaving between one minute early and five minutes late. Bus service punctuality was 93.3% in March, and 94.6% for the year to date. Punctuality this month appears to reflect the effect of cancellations on the network (domino effect), some network disruption due to road works, events, and weather.

**Rail performance – March 2023**

*Patronage*

23. Rail passenger boardings for March 2023 were 1.1 million, this compares to boardings of 1.4 million in March 2019 (pre-COVID-19). Patronage is now at 81% of pre-COVID-19 levels, which shows good recovery and may indicate changed travel behaviour.

*Reliability*

24. 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.
25. Rail service reliability was 95.0% in March, and 89.6% for the year to date.
26. Illness and absence issues have continued to impact services, but at much lower levels than in previous months - in March 3% of services were affected by staff shortages.

*Punctuality*

27. The rail punctuality measure records the percentage of services arriving at key interchange stations and final destination within five minutes of the scheduled time.
28. Punctuality for March was 81.9%, and 79.4% for the year to date.
29. A number of speed restrictions were removed between Pimmerton and Pukerua Bay at the end of February 2023 - although performance has improved, the remaining speed restrictions are still impacting punctuality on the Kapiti line. The Wairarapa line

continued to be significantly affected by worksite and speed restriction delays - the speed restrictions were in place for KiwiRail upgrade work.

*Bus replacements*

- 30. In March 2023, 10.4% of rail services were replaced by buses (planned and unplanned):
  - a 3.2% of rail services were unplanned rail replacements
  - b 7.2% of rail services were planned rail replacements.
- 31. Both planned and unplanned rail replacement services have reduced in comparison to February; with significant reductions seen in unplanned rail replacements.
- 32. Planned bus replacements are used to allow upgrade works across the network continue on a regular basis.

**Ferry performance – March 2023**

- 33. Ferry services have operated as per their usual timetable.
- 34. Boardings were 98.8% of March 2019 numbers (pre COVID-19).

**Fare revenue**

- 35. In March 2023, there was a budget shortfall of \$0.8 million for the month across bus and rail services.
- 36. For the year to date (1 July 2022 to 31 March 2023), the budget shortfall is \$20.9 million due to lower patronage post COVID-19.
- 37. 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 Attachments**

Number	Title
1	Metlink performance report – March 2023

**Ngā kaiwaitohu Signatories**

Writers	Matthew Lear – Network Operations Manager Andrew Myers – Customer Insights & Assets Manager
Approvers	Fiona Abbott – Manager, Assets and Infrastructure Melissa Anderson – Manager, Operations and Partnerships Samantha Gain – General Manager, Metlink

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

# Metlink performance report



## March 2023 – for the GWRC Transport Committee

This report contains a summary of key information for March 2023. It provides insight into the performance of our public transport network with a focus on patronage, reliability, punctuality, and complaint trends.

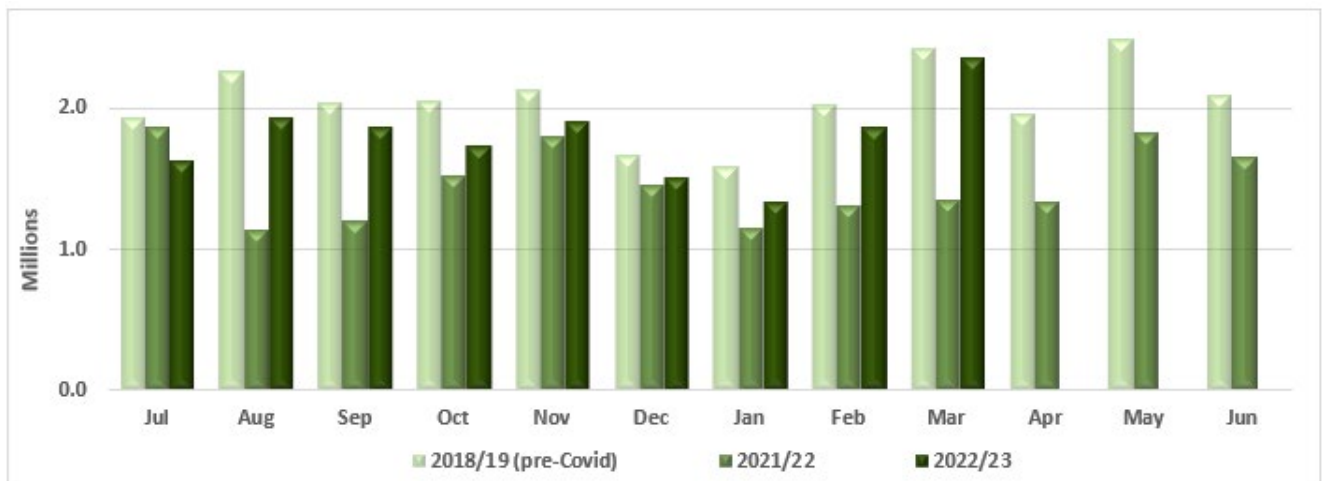
Full monthly performance reports are available under ‘Performance of our network’ on the Metlink website: <https://www.metlink.org.nz/>

## Patronage

In March 2023, we saw increased passenger boardings when compared to the same month last year – in March 2022 NZ was under Red of the Covid-19 Protection Framework.

### Bus Passenger boardings

March bus passenger boardings were 74.8% higher than the same month last year, and 26.3% higher for the year to date - in March 2022 NZ was under Red of the Covid-19 Protection Framework. Boardings were 97.2% of March 2019 numbers (pre-Covid).



### Boardings by area - current month

	Mar-23	Mar-22	% Change
Wellington	1,760,252	937,265	87.8%
Hutt Valley	433,719	292,448	48.3%
Porirua	86,554	62,943	37.5%
Kapiti	65,698	46,369	41.7%
Wairarapa	17,576	12,952	35.7%
<b>Total</b>	<b>2,363,799</b>	<b>1,351,977</b>	<b>74.8%</b>

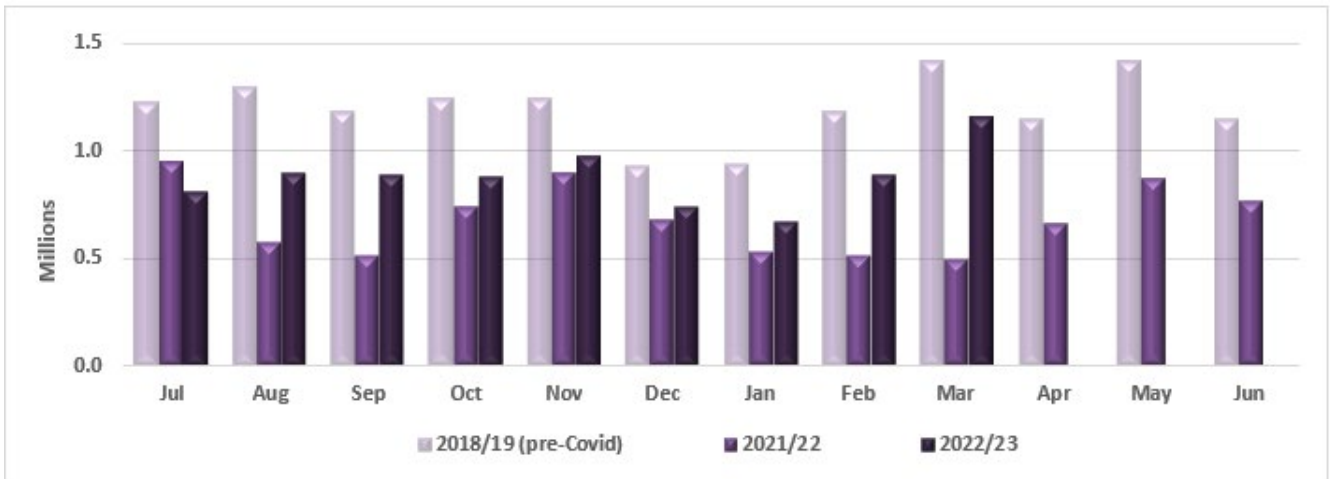
### Boardings by area - year to date (Jul - Mar)

	2022/23	2021/22	% Change
Wellington	11,948,149	9,316,665	28.2%
Hutt Valley	3,109,937	2,557,519	21.6%
Porirua	591,905	522,990	13.2%
Kapiti	431,235	337,462	27.8%
Wairarapa	115,169	91,540	25.8%
<b>Total</b>	<b>16,196,395</b>	<b>12,826,176</b>	<b>26.3%</b>

**Rail Passenger boardings**

**Attachment 1 to Report 23.140**

March rail passenger boardings were 131.5% higher than the same month last year, and 34.2% higher for the year to date - in March 2022 NZ was under Red of the Covid-19 Protection Framework. Boardings were 81.0% of March 2019 numbers (pre-Covid).



**Boardings by line - current month**

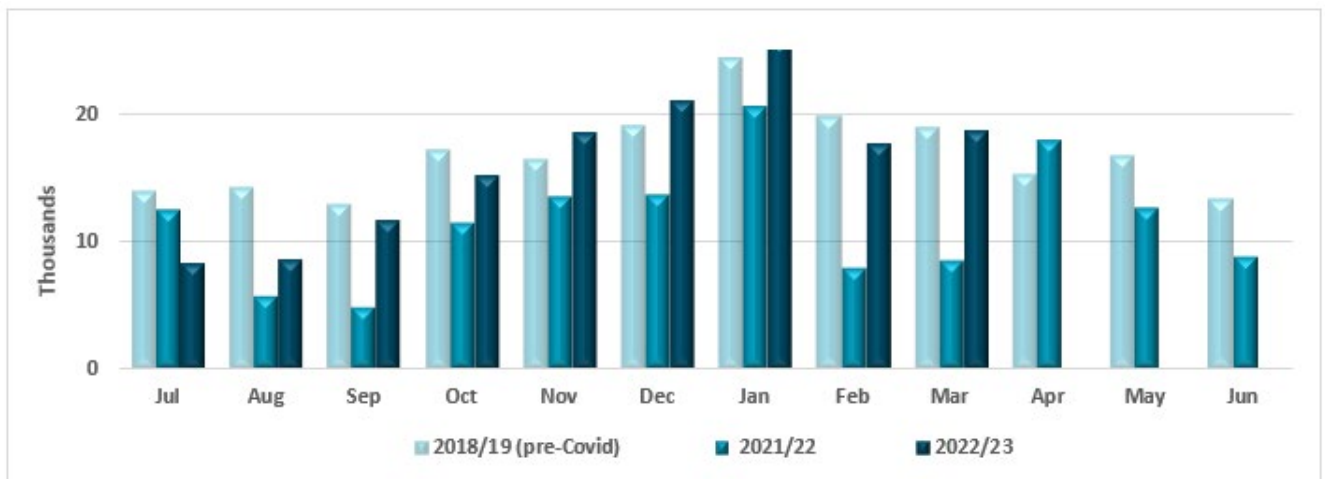
	Mar-23	Mar-22	% Change
Hutt Valley	496,409	209,229	137.3%
Kapiti	456,674	197,488	131.2%
Johnsonville	136,468	63,064	116.4%
Wairarapa	58,414	26,131	123.5%
<b>Total</b>	<b>1,147,965</b>	<b>495,912</b>	<b>131.5%</b>

**Boardings by line - year to date (Jul - Mar)**

	2022/23	2021/22	% Change
Hutt Valley	3,371,678	2,539,824	32.8%
Kapiti	3,134,817	2,358,487	32.9%
Johnsonville	913,194	631,632	44.6%
Wairarapa	431,534	321,281	34.3%
<b>Total</b>	<b>7,851,223</b>	<b>5,851,224</b>	<b>34.2%</b>

**Ferry Passenger boardings**

Ferry boardings show an increase of 121.3% on the same month last year, and a 48.7% increase for the year to date - in March 2022 NZ was under Red of the Covid-19 Protection Framework. Boardings were 98.8% of March 2019 numbers (pre-Covid).



**Boardings - current month**

	Mar-23	Mar-22	% Change
<b>Total</b>	<b>18,731</b>	<b>8,465</b>	<b>121.3%</b>

**Boardings - year to date (Jul - Mar)**

	2022/23	2021/22	% Change
<b>Total</b>	<b>145,901</b>	<b>98,104</b>	<b>48.7%</b>

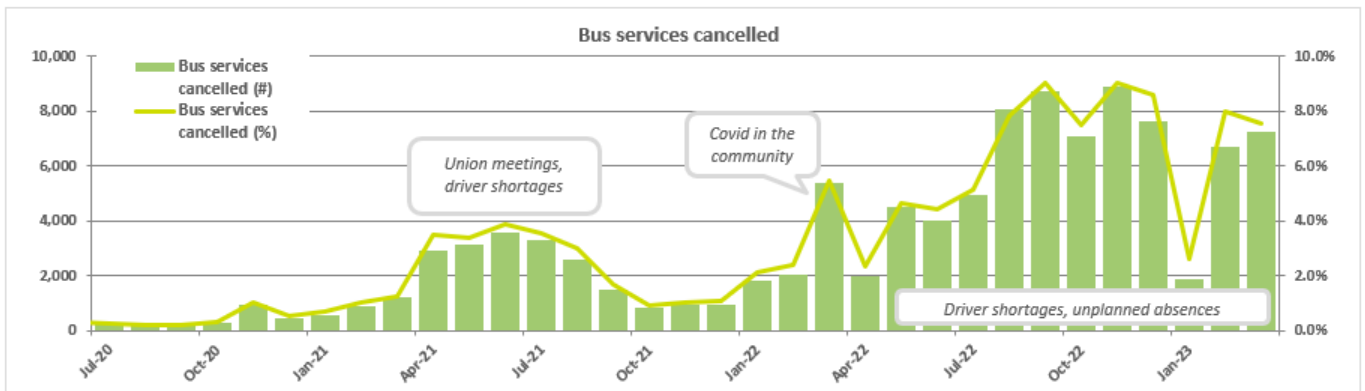
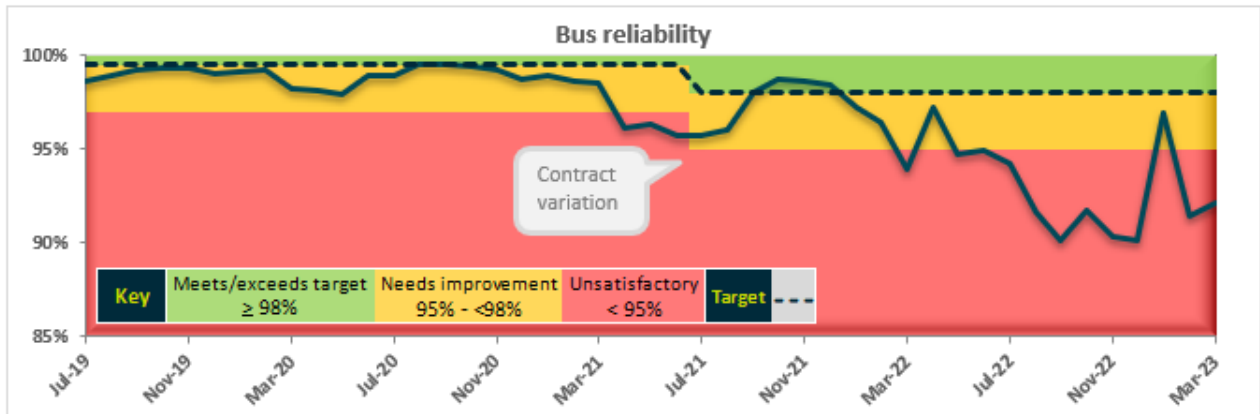


## Bus service delivery

### Reliability

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

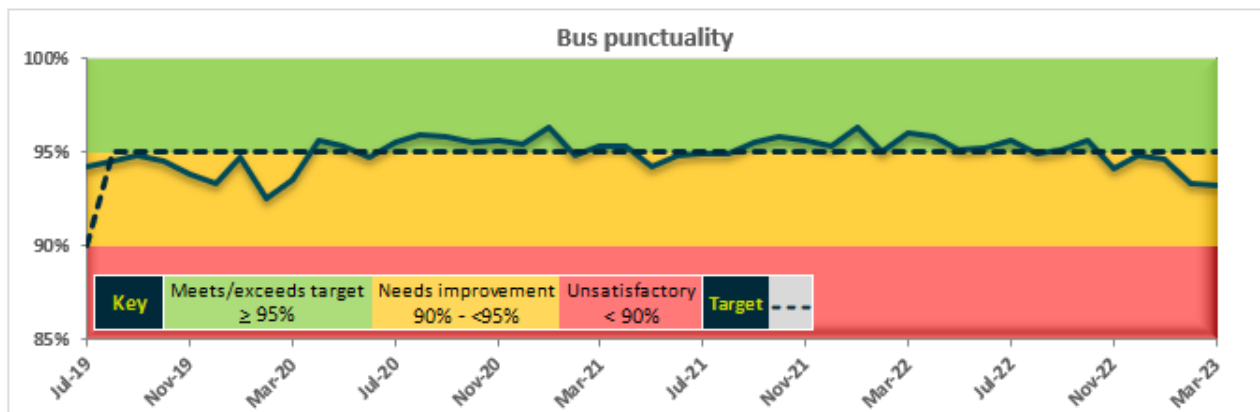
In March, 92.1% of bus services were delivered, and 91.9% for the year to date. Reliability this month reflects again the underlying shortage of drivers.



### 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 93.3% in March, and 94.6% for the year to date. Punctuality this month appears to reflect the effect of cancellations on the network (domino effect on network), some network disruption due to road works, events, and weather.





# Rail service delivery

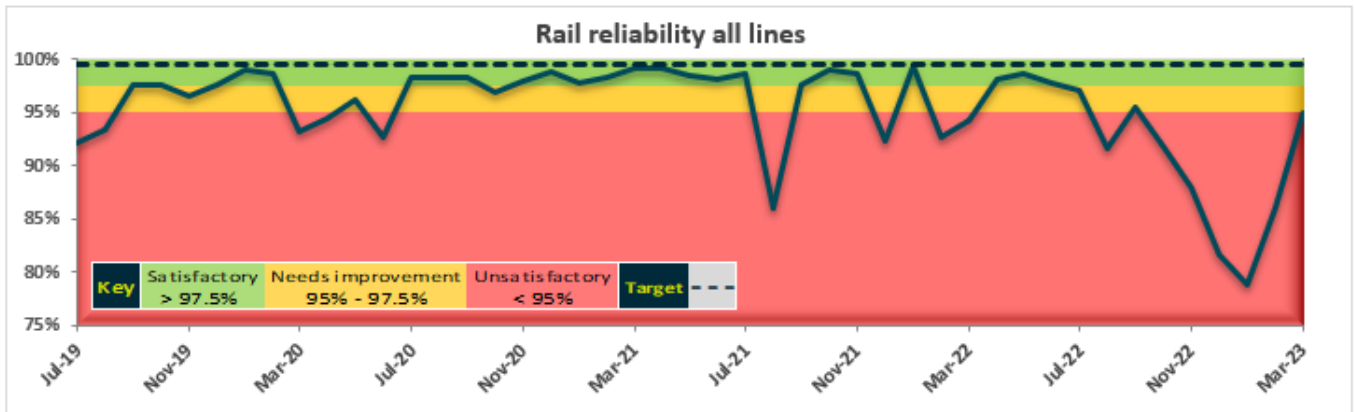
Attachment 1 to Report 23.140

## 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.

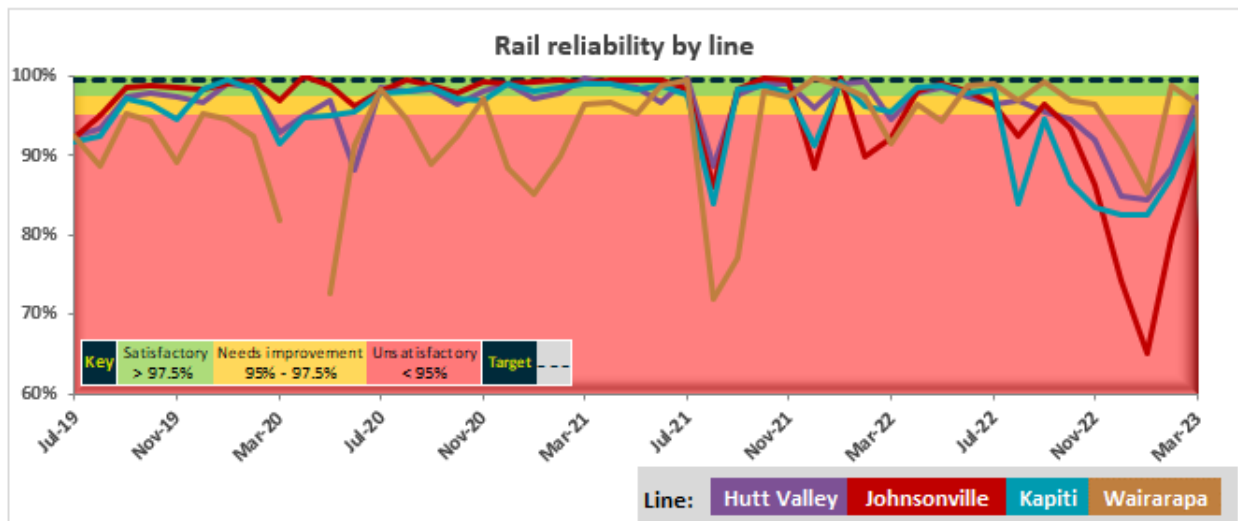
Rail service reliability was 95.0% in March, and 89.6% for the year to date.

Seasonal illness and absence issues have continued to affect services, but at much lower levels than in previous months - in March 3% of services were affected by staff shortages. A number of speed restrictions on the Kapiti line were removed at the end of February, this meant that the bus-replaced services between Paekakariki and Waikanae were removed.

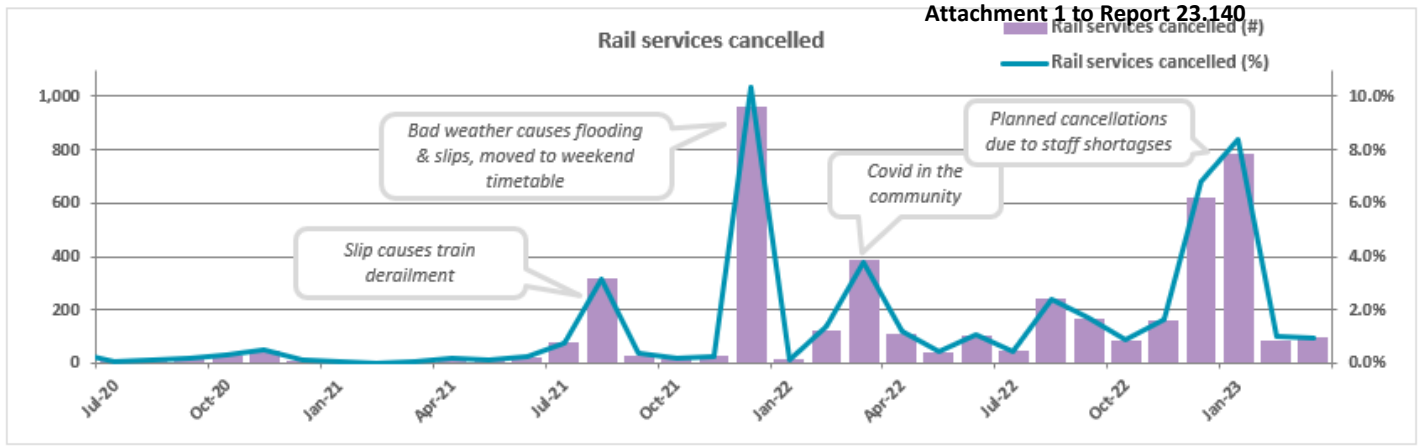


The following graph shows reliability by each rail line. While Melling performance is included in the Hutt Valley line below, reliability for the Melling line only was 96.0%, compared to 97.4% for all of the Hutt Valley.

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 March, 10.4% of rail services were replaced by buses, compared to 22.5% the month before.

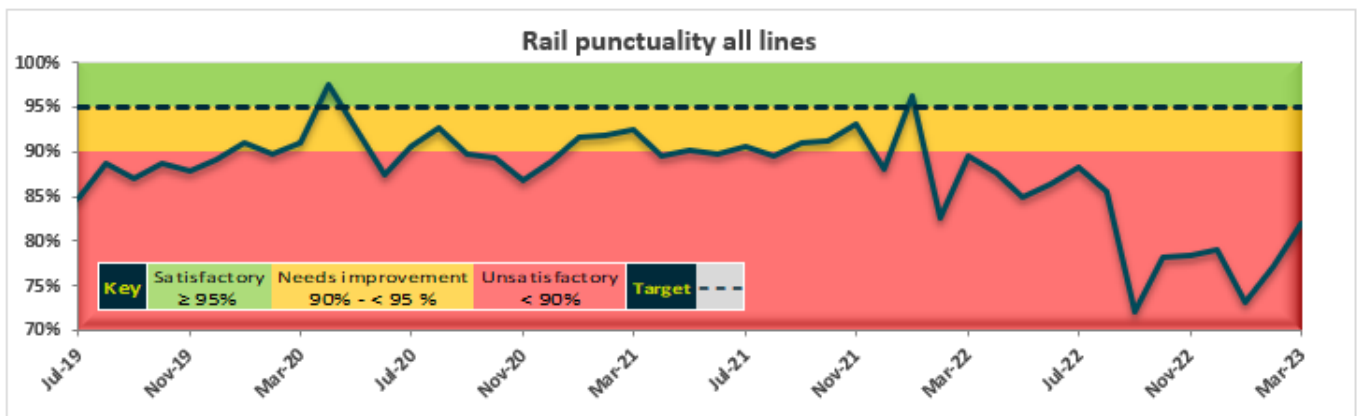


### Punctuality

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

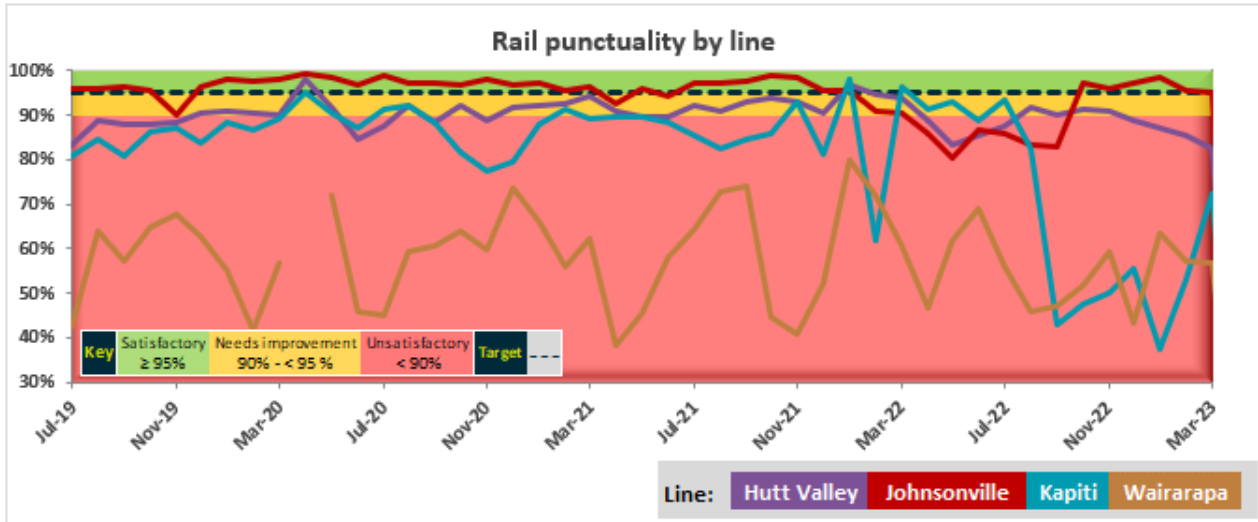
Punctuality for March was 81.9%, and 79.4% for the year to date.

A number of speed restrictions were removed between Plimmerton and Pukerua Bay at the end of February - although performance has improved, the remaining speed restrictions are still impacting punctuality on the Kapiti line. 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. While Melling performance is included in Attachment 1 to Report 23/140, punctuality for the Melling line only was 85.4%, compared to 82.3% for all of the Hutt Valley.

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

### 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. Funding for half price fares is claimed through Waka Kotahi within grants and subsidies.

For March 2023, \$3.8 million is attributable to the half price fares scheme and \$0.8 million is attributable to lower patronage post Covid-19.

For the year to date of the \$48.5m shortfall, \$27.6 is attributable to the half-price fares scheme and \$20.9m to lower patronage post Covid-19.

Fare revenue - current month

	Mar-23	Budget	Excess/Shortfall
Bus	2,230,378	4,095,194	- 1,864,816
Rail	1,576,277	4,357,420	- 2,781,143
<b>Total</b>	<b>\$ 3,806,655</b>	<b>\$ 8,452,614</b>	<b>-\$ 4,645,959</b>

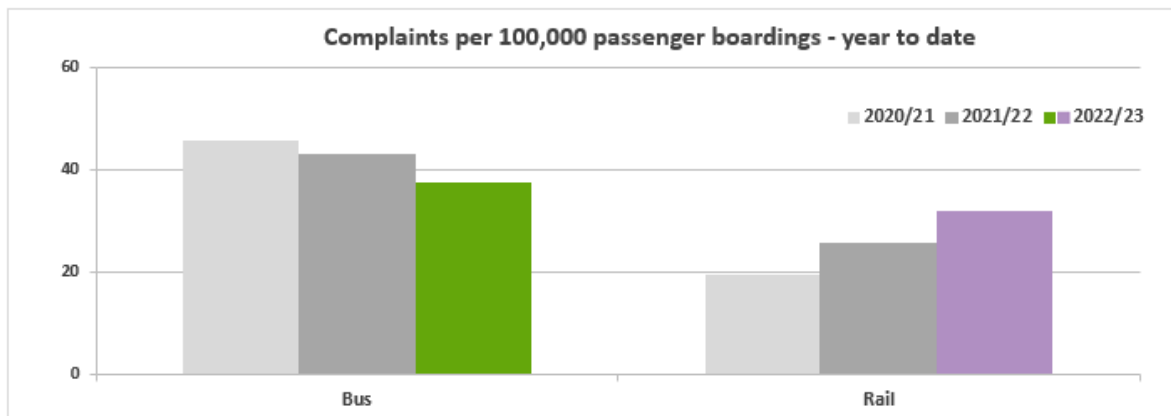
Fare revenue - year to date (Jul - Mar)

	2022/23	Budget	Excess/Shortfall
Bus	14,573,300	36,856,742	- 22,283,442
Rail	13,015,888	39,216,783	- 26,200,895
<b>Total</b>	<b>\$27,589,188</b>	<b>\$76,073,525</b>	<b>-\$ 48,484,337</b>

# Complaints

## Complaints volume

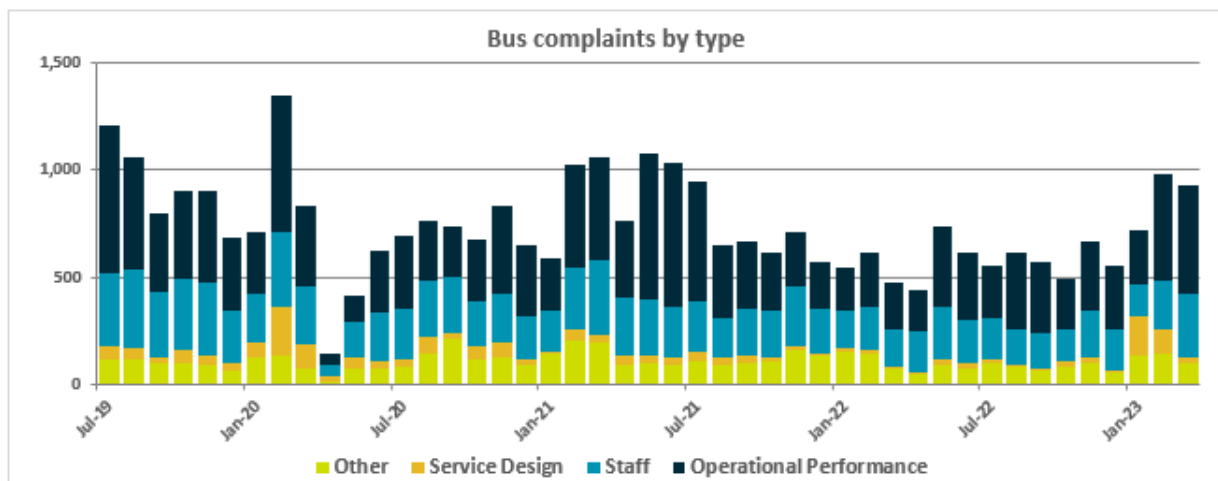
To compare complaint volumes, Metlink reports the number of complaints per 100,000 passenger boardings. The graph below shows that complaint volumes relative to passenger boardings are higher for bus than rail.



## Bus complaints

Bus complaints for the month were 96.0% higher than in March last year, and 4.8% higher for the year to date - in March 2022 NZ was under Red of the Covid-19 Protection Framework and there were less people travelling.

Operational performance and staff related complaints were 86% of bus complaints for the month – relating mainly to service cancellations and customer service.

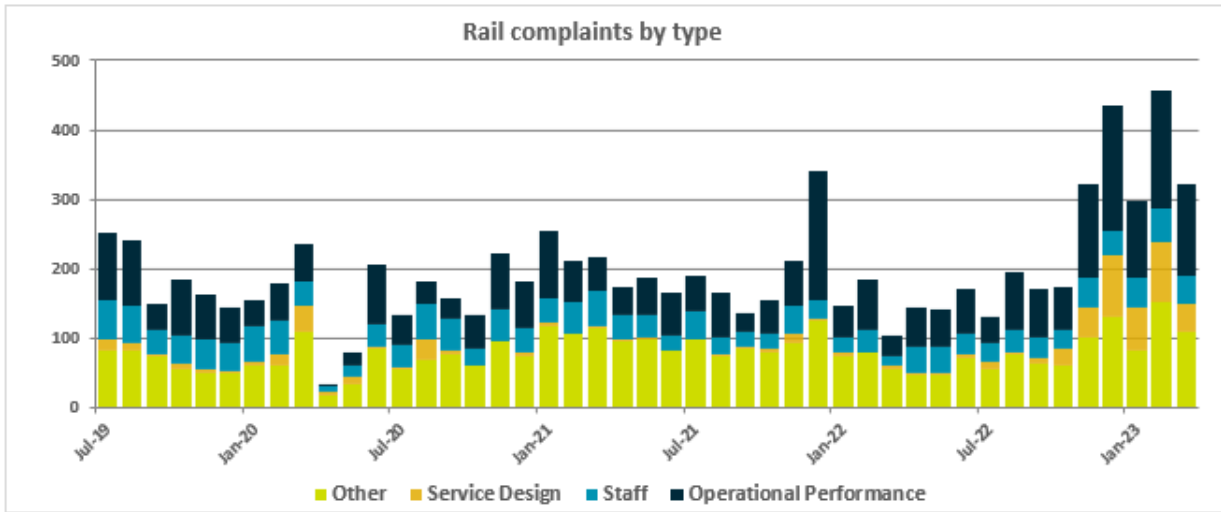


## Rail complaints

Rail complaints for February were 212.6% higher than the same month last year, and 53.7% higher for the year to date - in March 2022 NZ was under Red of the Covid-19 Protection Framework and there were less people travelling.

Operational performance and staff related complaints were 54% 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. There was an increase of complaints on the Hutt line, mainly relating to weekday interpeak bus replacements for two weeks of March.

Attachment 1 to Report 23.140



**Transport Committee  
4 May 2023  
Report 23.138**



**For Information**

## **FRONTLINE PUBLIC TRANSPORT STAFF WORKFORCE ISSUES - UPDATE**

### **Te take mō te pūrongo**

#### **Purpose**

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

### **Te tāhū kōrero**

#### **Background**

2. Metlink public transport services are provided under partnering contracts with operators.
3. Under the partnering contracts, it is the responsibility of the operators to recruit and train its frontline public transport staff.

#### ***Rail***

4. To operate the Metlink rail network timetable, Transdev require approximately 310 frontline staff made up of Locomotive Engineers (train drivers), Train Managers and Passenger Operators.
5. From late 2022 until February 2023, Transdev experienced frontline staff shortage resulting in a high number of rail services being replaced by buses.
6. Transdev undertook a number of initiatives to recruit and train frontline staff, including:
  - a. Specialised recruitment campaigns
  - b. Added training modules to enable Passenger Operators to act as Train Managers
  - c. Converted part-time roles into full-time roles
  - d. Developed a pathway for careers in rail.
7. Transdev now has sufficient frontline staff to operate the Metlink rail network timetable.
8. In response to the new post COVID working environment (impact on staff sick leave), Transdev is reviewing its new frontline staff requirement levels and is continuing to recruit to increase cover staff for each shift.

**Bus**

9. To operate the full Metlink bus network timetable, approximately 675 bus drivers (are required).
10. As at 24 April 2023, we are approximately 128 bus drivers short of the full establishment required to reinstate the full 2020 bus network service levels. <sup>1</sup>
11. 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 still being seen across the network.
12. Bus driver shortages are a nationwide issue and are also impacting urban networks overseas (for example Brisbane and New South Wales).
13. The table below outlines current driver numbers and expected driver recruitment numbers as provided by our operators:

<b>Operator</b>	<b>Required Drivers (2020 Service levels)</b>	<b>Shortfall of Drivers (as at April 2023)</b>	<b>Expected Additional Drivers (by end Sept 2023)</b>
<b>NZ Bus</b>	274	74	99
<b>Tranzurban</b>	320	53	61
<b>Mana</b>	58	0	n/a
<b>Uzabus</b>	23	1	1
<b>TOTAL</b>	<b>675</b>	<b>128</b>	<b>161 (33 more than required to allow for attrition)</b>

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

**Operator recruitment activity**

*NZ Bus*

15. NZ Bus is undertaking the following measures to improve driver numbers:
  - a. 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.
  - b. NZ Bus is also currently running a successful overseas recruitment campaign which has seen a number of offshore recruits training and driving buses in Wellington.

<sup>1</sup> Note, this number is being reviewed and monitored as we work with operators to assess their final establishment numbers to deliver a network that meets 2020 service delivery standards within a 2023, post-COVID environment.

*Tranzurban*

16. Tranzurban is undertaking the following measures to improve driver numbers:
  - a. Tranzurban launched a new local recruitment campaign in February 2023 – via multiple channels including radio, social media, community engagement, bus advertising, and at universities (with students coming back 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.
  - b. 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.

***Return to full timetabled services***

17. Planning for what constitutes returning to 2020 bus network service levels is already underway.
18. In order to return the network to 2020 service levels for each operator, Metlink will require evidence of achievement and retention of full establishment to a variance of 5% for six weeks along with consideration of each operator achieving KPI performance for reliability and punctuality two months in a row.
19. Once an operator has achieved full establishment, Metlink will commence planning a return to full timetable.
20. Once an operator has retained full establishment (in accordance with paragraph 18 above), Metlink will confirm a return to the full timetable; it is estimated that this will take six weeks from the time that the operator publishes its driver rosters.

**Ngā tūāoma e whai ake nei**

**Next steps**

21. Officers will work closely with our partner operators to monitor recruitment numbers, cancellation levels and other contributing factors that could impact delivery of the Network (such as drivers with high leave balances that need to be taken, current levels of sickness).
22. 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

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



Transport Committee  
4 May 2023  
Report 23.139



For Information

## RAIL REPLACEMENT SERVICES

### Te take mō te pūrongo

#### Purpose

1. To provide an overview of the Buses Replacing Train (BRT) service.

### Te tāhū kōrero

#### Background

2. BRT is used by Metlink to replace train services in the following situations:
  - a during planned Blocks of Lines (BOL) when the rail network cannot be fully used due to planned capital works and/or maintenance work
  - b when an unplanned event occurs that means we cannot run our normal train timetable e.g. earthquake, flood and staff shortage.

#### *Current operating environment*

3. KiwiRail is undertaking critical and necessary upgrades and improvements to create a more resilient and optimised rail network for the Greater Wellington Region. As a result, an increased frequency of BOL means that customers are experiencing more disruptions to their journey.
4. The Wellington region is facing a bus driver shortfall of approximately 128 drivers; our Metlink bus operators do not have enough drivers to supply all planned and unplanned BRT services.

#### *Provision of services*

5. The Rail Partnering Contract with Transdev requires them to provide BRT services for planned and unplanned train services.

#### *Planned rail replacement services – agreement requirements*

6. For planned rail replacement services, the BRT services are tendered by Transdev, under our sub-contractor agreements.
7. Transdev is required to procure alternative transport (BRT) that stops as close as possible to the rail stations and resembles the rail unit timetable with allowance for road travel time.
8. Each BRT vehicle must be operated in accordance with all applicable laws, by a Licensed Operator, within load limits and Transdev must use best endeavours to ensure that e-ticketing is available on BRT.

9. Transdev is required to work with our four Metlink bus operators (Tranzurban, NZ Bus, Mana, and Uzabus) in the first instance, when arranging a bus replacement.
10. If the Metlink bus operators are unable to fulfil the tendered BRT services required, then Transdev is entitled to procure non-Metlink bus operators.

*Unplanned rail replacement services – agreement requirements*

11. For unplanned rail replacement services, the Rail Partnering Contract provides that the BRT services are procured by Transdev on a casual day of hire.
12. Transdev is required to procure alternative transport (BRT) that stops as close as possible to the rail stations and resembles the rail unit timetable with allowance for road travel.
13. Each BRT vehicle must be operated in accordance with all applicable laws, by a Licensed Operator, within load limits and Transdev must use best endeavours to ensure that electronic ticketing is available on BRT.
14. Transdev is required to work with our four Metlink bus operators (Tranzurban, NZ Bus, Mana, and Uzabus) in the first instance, when arranging a bus replacement.
15. If the Metlink bus operators are unable to fulfil the BRT services required, then Transdev is entitled to procure non-Metlink transport operators (including other bus companies and shuttle services/taxis).

***Use of non-Metlink transport operator vehicles***

16. BRT services provided by other transport operators do not have the same specifications and quality standards as Metlink buses (for example, Snapper, bike racks, RTI compatibility, branding, age, emissions rating, Rules for Urban Buses (RUB) compliance, and accessibility).
17. Recently, because of the nationwide bus driver shortages, Transdev has been required to use BRT services provided by non-Metlink transport operators. Consequently, there have been some service impacts.
18. Non-Metlink operator buses provide an unbranded vehicle with a non-uniformed driver. The vehicles do not have the same accessibility experience. While 18 NCS vehicles are fitted with Snapper devices, occasional services have not been capable of transacting electronic tickets when the vehicles used are not one of the 18 which have Snapper installed.
19. Where a non-Metlink operator bus is required, and because of its age is not accessible, Transdev will, when aware, arrange for a taxi to transport the customer. This requires the customer to approach the Transdev staff member in the first instance.
20. On non-Metlink vehicles the current bike rack provided is not consistent with the Metlink bus experience. Whilst some of the buses in this fleet are configured with underfloor storage, this is not a preferred option for many cyclists to store their cycles. The bike racks (or lack thereof) have been a source of negative feedback from some of our customers. The current NCS bike racks, where they exist, have limited e-bike capability (due to weight limits), and they are more difficult to load as they are inconsistent angles, shapes, lengths, and operability. They are also mounted differently and do not easily carry more than a single bike.

### ***BRT on-road infrastructure***

21. The BRT service needs to follow the train line as closely as possible.
22. BRT on-road infrastructure, such as bus stops, seats, shelter, signage, and road markings, is required.
23. Most current BRT on-road infrastructure is temporary and lacks amenity such as accessibility, seating, and shelter; the access in and out of some stations is poor and inconvenient. Additionally, in some cases, cars are parked in the BRT bus stop resulting in the bus stopping in the road.
24. Paragraphs 31 to 39 outline the work planned in this area.

### **Te tātaritanga Analysis**

#### ***BRT provision of services***

25. In a normal operating environment (full complement of bus drivers), Metlink would expect that the Metlink bus operators would be able to provide planned BRT in the Metlink service off-peak period. Provision of Metlink bus operator BRT services in the peak will always be an issue due to the number of resources required.
26. Where possible, BRT fleet vehicles should be Metlink operator vehicles thus ensuring compliance with Metlink vehicle standards and providing standard levels of amenity and comfort.
27. We continue to actively work with our operators to restore our bus operators' contingency of drivers so that we can stabilise the public transport network. This remains a key priority. This will ensure BRT vehicles are consistently up to Metlink standards, and Transdev will have greater certainty that they will be able to deploy standard Metlink assets for those bus-replaced services.
28. The report entitled Frontline Staff Workforce Issues (Report 23.138) on the agenda for consideration at this Committee meeting provides further information on driver shortages and expectations on when these shortages will be resolved.
29. In the longer term, it is intended that consideration will be given to inclusion in the procurement for the next round of Metlink bus contracts.

#### ***Bike racks***

30. With respect to bike racks, we have reviewed whether it is cost effective to install Metlink standard bike racks on the non-Metlink bus fleet (at a cost to Greater Wellington). Due to the variations in fleet, each rack would need to be mounted in a bespoke way. It has been estimated that provisioning the fleet could cost \$80,000 (\$3,500 per bus) and would take at least 6 months as they need to be imported from the USA. Given the age of the fleet, and the intention for this to be a short-term arrangement, we are of the view that this is not cost effective.

***Network Infrastructure for BRT***

31. For the past 18 months, Metlink has been working on improvements to customer amenity and vehicle access at current BRT bus stops. There are 77 BRT bus stops with the present infrastructure (or lack thereof) providing an inconsistent customer experience as customers transfer from train onto bus. Most BRT bus stops are 'visible' bus stops in terms of bus stop signs and poles present for easy identification. However, the rules around traffic resolutions means we have a significant amount of work to be done to ensure our fleet has guaranteed bus stopping space and customers have the desired level of accessibility on and off BRT services.
32. Given the anticipated ongoing need for the BRT service, and the current state of the infrastructure needed to deliver a quality service, we have commenced a programme of work to review all BRT bus stops and where they are placed within/around current railway stations.
33. Over the past 18 months, much of our focus has been on improving placement of BRT bus stops including enhanced bus stop layouts, customer accessibility, providing a more connected access, and providing shelter, where needed. We have also reviewed the lack of bus stopping space, suitable customer facing infrastructure (such as shelters at stops), accessibility of bus stops, and general traffic congestion at selected locations.
34. Given the significant upgrade required, we have prioritised infrastructure in locations which have material vehicle clearance issues, resident opposition to their location, and safety concerns because of unmarked bus stops where buses are stopping haphazardly along roads where there is no designated bus stop.
35. In 2021, the BRT routes and bus stops along the Hutt Valley/Wairarapa line were selected for review first, recognising that this corridor will continue seeing more frequent disruptions than the Kāpiti line going forward. The review of all Wairarapa train stations and BRT bus stops has been completed, with several infrastructure changes already carried out and some scheduled for implementation in 2023. There will be new bus boarding platforms within Solway, Carterton and Masterton Park and Rides.
36. Petone Station is our most complex and environmentally challenging station on the Hutt Valley line. In 2022, we investigated, analysed, and engaged with several key stakeholders around the state of Petone Station BRT bus stop infrastructure and operations. We are now extending our engagement with community stakeholder groups, Hutt City Council and Waka Kotahi on other active transport improvement projects around Petone Station and pursuing the opportunity to improve BRT bus stop infrastructure at this location within these projects.
37. For the next financial year, Tawa, Redwood and Linden along the Kapiti Line and Petone Station on the Hutt Valley / Melling Lines have been prioritised. For future periods, we will continue to work through the network based on their priority and available budget and resources.

38. In determining our preferred option for significant changes on each route, the following design principles have been used:

<b>Operational principles</b>	<b>Importance/Weighting</b>
The bus has a dedicated place to stop – that it can safely access.	50%
The bus route runs as close as possible to the rail stations, while maintaining a cost-efficient travel time.	25%
There is lay-over space and driver facilities (toilets, water) available at Transfer Hubs during the service operating times.	25%
<b>Other operational considerations/exceptions</b>	
Use existing bus stops if they provide sufficient access and proximity to stations.	

<b>Customer principles</b>	<b>Importance/Weighting</b>
The stops are easy to navigate to and quickly accessed from the railway station boundary - within 400m.	40%
The stops are located in a safe place – with good lighting and visibility.	30%
The stop placements allow for a reliable journey and arrival time – avoiding variability as much as possible.	30%
<b>Other customer considerations/exceptions</b>	
The stops have seating, shelter or CCTV if the population or conditions in a specific area require it.	
Wairarapa Line stations more than 3 km away from the town they serve will have BRT in the nearest township to reduce journey times.	

39. Proposed total investment in this programme over the next 18 months is anticipated to be approximately \$700,000; funding for this programme is budgeted for.

**Summary**

40. The BRT service remains an ongoing and important part of the Metlink network and service. However, the standard of the infrastructure and vehicles used to deliver this service are inconsistent and needs improvement.
41. There are plans which are currently being executed to improve the fixed infrastructure. This is a significant and lengthy undertaking and has been prioritised for our investment planning based on factors such as safety and patronage.
42. It is expected that the amenity issues with our vehicle fleet will be resolved once the driver shortage has eased and we revert to Metlink operator vehicles. Noting there may some cases in the future with unplanned rail replacements where non-Metlink operator vehicles will be required.

**Ngā kaiwaitohu  
Signatories**

Writers	Matthew Chote – Principal Accounts Manager, Rail and Ferry, Metlink Paul Blane – Principal Advisor, Bus Fleet, Metlink Hamish Burns –Bus and Ferry Assets Manager, Metlink>
Approvers	Melissa Anderson – Metlink Manager, Operations & Partnerships Fiona Abbott – Metlink Manager, Infrastructure and Assets Samantha Gain – General Manager, Metlink

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

Transport Committee  
4 May 2023  
Report 23.141



For Information

## **DELIVERY OF WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN - UPDATE**

### **Te take mō te pūrongo**

#### **Purpose**

1. To provide the Transport Committee (the 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 (RPTP 2021-31) was adopted by Council on 29 June 2021 (Report 21.168).
4. The RPTP 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 RPTP 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 March 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. Under the current Land Transport Management Act 2003 (LTMA), inter-regional services are deemed 'exempt services' and therefore not fundable through standard NLTF processes. The Land Transport Management (Regulation of Public Transport) Amendment Bill 2023 (the Bill) currently progressing through Parliament retains this exemption for inter-regional services.
14. Greater Wellington is preparing a submission to the Transport and Infrastructure Select Committee to request the Bill be amended as follows:

Clause 8/114A Meaning of exempt service

(1) In this Part, an exempt service is a public transport service that satisfies one of the following:

  - (a) it operates inter-regionally *and has not been identified in a regional public transport plan as integral to the public transport network in one or more local government region.*
15. In addition, officers are working with Waka Kotahi through the Sustainable Public Transport Framework (SPTF) implementation programme to develop operational policy guidance on matters including the treatment of exempt services. Officers have advocated to have provisions for inter-regional services treatment to be included in operational policy under both 'local services provision' and to facilitate inter-regional connection and work to develop this policy provision is underway.
16. 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.
17. 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. Community transport provision under the SPTF is under active consideration by Waka Kotahi.

*Fare strategies and methods*

18. In February 2023, Council agreed to implement an 'off-peak fares package' from 1 April 2023, which includes:
  - a An increase to the current off-peak discount from 25 percent to 50% discount on the full adult fare; and
  - b The introduction of cumulative off-peak discounts for all concession holders.
19. Targeted fare products for group, visitor, family and event travel across the region are currently being rolled out or developed. Initial initiatives include a public transport - included integrated ticketing initiatives for the Homegrown Festival and Hurricanes home games. Officers are working on a range of further major-events initiatives for 2023.
20. Officers continue to work with Snapper on integrated fares initiatives which can be implemented prior to the roll-out of the National Ticketing Solution (NTS). Further Future Fares Direction initiatives including fare capping and distance based integrated fares will be implemented on NTS roll-out.
21. 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 NTS.
22. Design of the aspects of the ticketing system which need to have national consistency is underway; this is required for Environment Canterbury's NTS implementation which is expected in late 2024. Design for the national brand has commenced, with emphasis on Te Reo.
23. Greater Wellington's NTS implementation date is still programmed for 2025. Metlink has commenced its transition planning.

*Increased mode share to public transport and active modes*

24. On 31 March, the Taxation (Annual Rates for 2022-23, Platform Economy, and Remedial Matters) Act 2023 came into force. The Act exempts Public Transport (which includes on-demand services); Total Mobility; bikes, e-bikes and scooters, and micro-mobility share services from fringe benefit tax (FBT) when being used for commuting to and from work.
25. The FBT exemptions give employers the ability to offer employees climate-friendly employment benefits without unnecessary financial administration; it offers employees an attractive incentive to uptake public transport and active modes without being penalised through increased taxation.
26. Metlink is actively working on fare products to target businesses and employers, with the strategic outcome of encouraging mode-shift and achieving the Government's key emissions reduction targets. Providing a fringe benefit tax exemption for public transport supports this proposition and makes it more viable and attractive.

27. The two focuses of activity in active modes have been:
  - a The recruitment of the expanded Travel Choice Team to support the Let's Get Wellington Moving Travel Behaviour Change Programme. Recruitment is now complete, and the team has started work on the implementation plan to support the Golden Mile and Hutt Road/Thorndon Quay redevelopments.
  - b Construction of a bid through the Government's Vehicle Kilometres Reduced Programme for a regional behaviour change programme building from the Let's Get Wellington Moving programme. Bids closed at the end of March 2023 and final results are expected in late April or early May 2023.

28. Separately, the education and training programme resumed in schools and the largest ever by participating schools Movin' March campaign was held with a slot featuring the programme on TV One's Breakfast Show.

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

29. On 30 March 2023, Council appointed members to the Public Transport Advisory Group. At the same meeting, Council amended the Terms of Reference to include an additional perspective (LGBTQIA+) and increase membership to 30. Further applications are being sought for LGBTQIA+, Employer, Mana whenua, Māori, Youth (with an emphasis on secondary school), and Active Mode (with an emphasis on advocacy groups) perspectives.
30. Metlink is currently trialling bus on-board announcements with the blind/low vision community. On-board announcements are being rolled out from 1 May 2023 and should be completed for the whole network within 12 months.
31. Metlink continues to progress planning the roll out of the Government's Community Connect scheme which will provide 50% discount on public transport. A key aspect of the roll out plan includes active engagement with community groups and transport disadvantaged users to ensure that they understand the availability of the discount as well as how to access it.

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

32. 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".
33. Officers have worked with the disability sector, operators and key stakeholders to co-design an Accessibility Action Plan (AAP) to plan and prioritise improvements to the public transport network.
34. Improvements identified include:
  - a Bus stop and station accessibility improvements
  - b Hidden disabilities high level strategy
  - c Accessible corridors
35. Further workshops on the AAP will be held with the Committee through 2023.

36. A strategic funding approach is being prepared to feed into Long Term Plan planning for the 2024-2034 Long Term Plan.

***Timeline for review of current Wellington Regional Public Transport Plan***

37. At its meeting on 16 February 2023, the Committee requested that it be provided with a high-level timeline of the review of the current Wellington Regional Public Transport Plan (RPTP).
38. The review of the current Wellington RPTP is currently in planning phase. Key milestones are:
- a Key partner and stakeholder collaborative engagement: April 2023-April 2024
  - b Finalisation of consultation draft RPTP: June 2024
  - c Public statutory consultation: July 2024
  - d Adoption of new RPTP: September 2024.
39. The RPTP review is strongly influenced by the passage of the Land Transport Management (Regulation of Public Transport) Amendment Bill 2023 through Parliament (which is anticipated to come into law prior to the dissolution of Parliament on 8 September 2023 prior to the General Election period), and the development of RPTP Development Guidelines by Waka Kotahi as part of the SPTF implementation programme.

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

40. 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.
41. Metlink officers are working closely with Te Hunga Whiriwhiri to review RPTP content and provisions relating to Te Tiriti o Waitangi principles and specific policy outcomes for

Māori. The review approach will be workshopped with Te Tiriti o Waitangi Komiti in May 2023.

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

42. 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.
43. 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.
44. 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**

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

### **Ngā kaiwaitohu Signatories**

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