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General Managers' report to the Sustainable Transport Committee

1. Purpose

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

2. Metlink Public Transport

2.1 PT network development and planning

2.1.1 PTOM

(a) Rail contract

In December 2015 GWRC announced Transdev Hyundai Rotem as the preferred tenderer for the Wellington Metro Rail 15 year Partnering Contract. Contract negotiations and transition planning are now well underway. The performance-based partnering contract covers the provision of rail services and rolling stock maintenance.

(b) Bus contracts and fleet

Work continues on procurement of bus services with an aim of releasing a request for tender to the market in April. GWRC has received detailed written feedback from prospective operators on the draft bus contract and is meeting in February with all parties in one-on-one meetings.

As part of its announced intention to introduce more low emission, high capacity buses through fleet requirements in the new contracts, GWRC hosted a hybrid bus demonstration in January and a double decker bus demonstration in February.

(c) New Wellington Bus network

In January the first round of traffic resolutions for 21 new bus stops required for the new Wellington bus network were sent to Wellington

City Council for processing. These resolutions will be considered by the Transport and Urban Design (TUD) committee. GWRC staff are currently working with Wellington City Council (WCC) officers to programme the civil works required for the new Wellington network.

A number of services reviews are underway to determine if any services changes should be incorporated into the new contracts. Further details are provided later in this report.

(d) **Business readiness**

Monthly readiness checkpoints are ensuring that any changes required to GWRC policies, systems and processes for effective operation of the new rail contract have been identified and implemented. Much of this work is also relevant for future bus contracts.

2.1.2 Integrated fares and ticketing

Progress is continuing to be made on the Integrated Fares and Ticketing (IFT) project.

A Fares and Products Transition Strategy has been prepared to guide the process of fares transition in the lead up to full IFT and the new PTOM contracts. This follows recent endorsement by the Committee and Council of a key set of principles to guide fares transition. The Fares and Products Transition Strategy is subject to a separate report to Committee. A supporting communications strategy and plan have been prepared. Communications activity on this matter is scheduled for late February/early March.

The position on national ticketing has changed since the last report to Committee in December 2015. On-going uncertainty surrounding the development of a national ticketing approach has direct implications for the Council in terms of timing with the wider Public Transport Transformation Programme, including PTOM and fares transition. Further information on national ticketing and implications for PTOM is subject to a separate report to Committee.

2.1.3 Policy development

(a) **Review and variation of the Regional Public Transport Plan (the PT Plan)**

The PT Plan sets the direction for public transport in the region for the next 10 years. The PT Plan was adopted in mid 2014.

Two aspects of the PT Plan are being considered in separate reports to the Committee:

1. A 'not-significant' variation to the Plan for PTOM

The not-significant variation is required to enable changes to be made to the descriptions of bus units in the PT Plan and to ensure the tender process in the PT Plan is consistent with the Procurement Strategy for Bus Services recently endorsed by Council.

2. Compliance review with the Regional Land Transport Plan

In mid 2015, the Regional Transport Committee adopted the Regional Land Transport Plan. The Land Transport Management Act 2003

(section 126) requires that a regional public transport plan “must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, the public transport service components of a regional land transport plan are approved or varied”.

The separate report to this Committee summarises the review and concludes that no changes to the PT Plan are required specifically because of the Regional Land Transport Plan adoption.

2.1.4 Service planning and reviews

(a) Hutt

The Hutt Review includes timetable and route changes to a number of bus services in the Hutt Valley to improve reliability and capacity. Routes 145 (Belmont) and 154 (Korokoro) hours of operation are being extended to provide a new hourly day-time service. All trips on route 154 are to hub at Petone Station and will connect to frequent buses to Lower Hutt CBD and trains to Wellington Station. Extra capacity is being provided on route 110 (Upper Hutt) during peak times to cater for high demand particularly from school students using this service. A new peak and day time service is to be provided to Riverstone Terraces by standardising route 114 so that all trips run via Riverstone Terraces. The Hutt Review will be cost neutral and is set for implementation on the 2 May 2016.

(b) Wairarapa Service Review

The last review was in 2012 and this review therefore focussed on the performance of the current routes and timetables in preparation for the tendering of the Wairarapa PTOM unit. Following consultation with stakeholders and review of patronage and reliability data, the review found current services were generally working well with only minor changes recommended. The main issue that arose from the consultation was the lack of any service on Sunday. This was particularly an issue for South Wairarapa. The following minor service enhancements were recommended which would have low or no cost to implement and these have been included in the new PTOM service specification:

- Route 200 school term trips 7:30am ex Masterton and 4:15pm ex Featherston to operate all year round as they carry non-school passengers.
- Route 200 morning school trips from Greytown to be renumbered 309 and 313 to pair with the afternoon return school buses for consistency and ease of identification.
- Route 200 new trip added at 5:40pm from Featherston by running an out-of-service bus in-service between Featherston and Masterton.

The review considered that adding a Sunday service could best be tested in the PTOM tender process, with tenderers invited to submit tender alternatives for a combined Wairarapa wide weekend service, with a decision based on the prices received.

(c) **Kapiti Service Review**

Staff are working through the Kapiti Services review and what they recommend be included in the PTOM tenders. Further information will be provided and discussed with Councillors at a workshop in March.

2.2 Rail operations

2.2.1 Service performance

(a) **Patronage**

Year-to-date 2015/16 patronage to December is up 2.3% compared with 2014/15.

(b) **Punctuality and reliability**

Year-to-date 2015/16 reliability to December was high with 99.7% of all scheduled services being delivered.

Year-to-date 2015/16 punctuality to December (on-time to 5 minutes) was at 93.5% overall. This has mainly been affected by previous poor performance on the Johnsonville Line prior to the timetable change.

(c) **New Johnsonville timetable**

The new higher frequency timetable continues to be a success. December punctuality was recorded at 99.0%, meanwhile the year-to-date patronage growth is the highest of all lines at 3.76%.

(d) **Wairarapa line peak punctuality**

As predicted in the last report, this line has again suffered disproportionately (December peak down to 70.4% from 88% in October) from speed restrictions and Heat 40s over the summer months undoing punctuality improvements from mid-2015 following investment in track works and more powerful locomotives. In fact some of the delays in January were due to the work done over the Xmas block-of-line on the Hutt Line. The track needs time to settle down after the works, which was advertised in December. Overseas some railways have special machines that can replicate many trains passing over the fresh works which settles the track much faster – KiwiRail has to rely on actual trains.

Additional speed restrictions because of the heat (Heat 40s) are quite common overseas, but it does depend on the quality of the track, and the money spent on stressing or distressing the line. The large temperature fluctuations experienced in NZ do provide additional challenges as low winter temperatures can break over-stressed rail.

KiwiRail continue to work on reducing the impact of Heat 40s on the Wairarapa line. Temporary speed restrictions will reduce on both the Hutt Line (mainly due to completed bridge works) and the Wairarapa Line from the end of January.

(e) Johnsonville noise

GWRC has received a number of comments from residents reporting that the high pitched screeching has significantly reduced. All Johnsonville services are running with Matangi 2 trains fitted with wheel noise dampers and some with on-board flange lubricators.

While considerable effort has gone into reducing the noise and it is good to know that it is working, there are a couple of localised initiatives with the track that will be carried out next month.

2.2.2 Asset management

(a) Rolling stock

The Matangi 2 project has shipped 21 units and commissioned 15 into passenger service. The Matangi upgrade project is nearing completion with all operating Matangi trains now fitted with SD10 automatic couplers.

Ganz Mavag trains are nearing the end of their operating life in Wellington and will be phased out completely in June.



A brand new Matangi 2 train (5154) was present at the official Upper Hutt station opening – 5027 on the right is in service

(b) Stations

The brand new Upper Hutt Station was officially opened on 12 December 2015 (after opening ahead of schedule for passengers in November). As well as elected members from GWRC and UHCC special guests included Father Christmas and a brand new Matangi 2 train.

(new photos of the new station taken by ProShoot Photography – more photos available at: <https://www.flickr.com/photos/proshootnz/sets/72157662089159712>)



Before



After





(c) Park and ride

Petone

Work on the smaller extension is complete and the carpark is open. Work is well underway on the larger extension which is expected to be complete by March. GWRC is working with NZTA to trial displaying the number of carparks remaining on both organisation's websites and overhead VMS (variable message signs) on SH2.

Paraparaumu

The new park and ride was completed prior to Xmas and is providing much needed additional capacity.

Waikanae

The hotel has been demolished and some interim parking is available while we wait for construction to begin. Construction has been delayed while an alternative drainage solution is determined.

(d) Subways and bridges

Insurers have offered a settlement claim for the Trentham bridge span which was dropped by painting sub-contractors in 2014.

Work continues to determine the best approach and programme to address the identified seismic issues in some pedestrian overbridges and subways. A report is expected in February, in the meantime the affected infrastructure has signage in place.

2.2.3 KiwiRail Network

(a) Renewals



KiwiRail contractors lower a new low profile bridge span on to Bridge 30 at Silverstream

The 15/16 Christmas block-of-line work was completed as planned, with some worksites finishing ahead of schedule, enabling the tamper to access more sites than anticipated, and five mudspot sites to be recitified.

Works included turnout work at Upper Hutt station, level crossing renewals at Blenheim St, Ward St, and Sutherland Ave in Upper Hutt. Bridge 30 at Silverstream was successfully re-sleepered and the spans raised to reduce risk of future bridge strikes. Re-sleepering on the up main of Bridge 28 at Pomare was also completed.

Melling station platform was completely resurfaced, and foundations installed for new shelters, tactiles were installed and a fence was erected along the full length of the road side of the platform. With the KiwiRail Melling platform works now complete GWRC will install the new shelter in early February.



Melling platform resurfacing and new fence.

2.3 Bus and ferry operations

2.3.1 Service performance

(a) Patronage

Year-to-date 2015/16 bus patronage to December is up 0.7% compared with 2014/15.

Year-to-date 2015/16 ferry patronage to December is up 1.3% compared with 2014/15.

(b) Punctuality and reliability

Year-to-date 2015/16 reliability to December was high with 99.4% of all scheduled services being delivered.

Year-to-date 2015/16 punctuality to December (on-time to 10 minutes from the route origin) was at 99.8% overall.

2.3.2 Operations

(a) Service changes

Service reliability improvements were made to the Newlands bus services in November 2015 and Churton Park service improvements are scheduled to be implemented on 21 March 2016. A post-implementation review of both sets of improvements will be conducted in May 2016.

Anecdotally in terms of customer feedback as well as checks on service performance using RTI there has been a significant improvement to the timeliness of the Newlands services.

(b) Special Events

December is traditionally a busy month, and 2015 was no different with a number of Christmas and university graduation parades. The largest of these was the Wellington City Christmas Parade where all bus routes were diverted for a number of hours. There were no reports

of any delays longer than expected, or unplanned missed trips as a result.

December was also a busy time for road works. During the period between Christmas and New Year, and in the following week there were closures on Lambton Quay for re-sealing. This did create some disruption, however, as it had been planned for with the removal of trolley buses during the period.

In January, the Tri-Series Triathlon meant closures to Oriental Parade and Maida Vale Road, as well as a new event Cruise Martinborough meaning a diversion to our Martinborough bus service.

February will be a busy month with a number of events including the Martinborough Fair, Island Bay Festival, the Chinese New Year parade and Petone Village Fair all requiring special management of bus services.

The most significant events for February are the annual 'Round the Bays' (affecting Oriental Parade meaning diversion of Route 14 services), and the Royal Edinburgh Military Tattoo.

The 'Tattoo' is being held over the 4 nights from 18 - 21 February 2016 and a number of extra bus services and additional rail capacity will be in place. Shuttle buses will operate before and after the events between the stadium and Courtenay Place as well as a number of extra route services departing from Wellington Station to both city and northern suburbs routes. Officers will be reviewing operations on a daily basis as the event progresses.

(c) **Discounted fares trial**

From Saturday 28 November 2015, for four weekends, GO Wellington and Newlands bus fares were made cheaper - Adults and children paid \$1 for travel in one zone, and \$2 for adults and \$1.50 for children for travel in two or three zones.

This initiative was funded by Wellington City Council.

Analysis of data collected during the trial period is now underway and a report will be prepared and available shortly.

2.3.3 Asset management

(a) **Shelters**

13 new bus shelters are approved for installation in this year's programme. Installation of these shelters are subject to consultation with local residents and commercial business property owners adjacent to the proposed shelter locations. The following table provides an update on the installation of these shelters.

Lower Hutt	6 shelters	3 are in place and 3 will be installed by end of March
Upper Hutt	1 shelter	To be installed by end of March
Porirua	5 shelters	2 are in place and 3 will be installed by end of

		March
Wairarapa	1 shelter	In place

A number of bus shelters have been identified as requiring replacement in accordance with the criteria set out in GWRC's asset management plan. The more of the critical ones will be replaced shortly. A decision on which of the remaining shelters will be replaced this financial year will occur once the option for the renewal or upgrade of Porirua Station Road bus waiting area has been agreed. Priority renewal locations include five in Wellington City, two in Lower Hutt and one in Porirua. In addition, two shelters have been relocated in Kapiti.

Following the successful completion of the road renewal at Porirua Station in July, the next phase of renewals at this location will result in an improved area for passengers waiting for buses. Options for the renewal of the shelter include complete replacement and modernise of the existing infrastructure. Further details of the options will be discussed with Councillors and Porirua City Council in March.

(b) Totems

The final two of the eight new bus stop totem signs for this financial year have been installed (both at Upper Hutt station). Totems are proving useful for improving the visibility of bus stop locations at bus stop interchanges, and where possible, the installation programme is co-ordinated with other infrastructure improvements (such as with the Upper Hutt rail station renewal).

2.4 Metlink customer services and information

2.4.1 New Metlink website and Apps

(a) www.metlink.org.nz – the new Metlink website

The new Metlink website (launched 10 October 2015) is performing well. From the launch to the end of January there have been more than 40,000 additional visitors to the site than to the two old sites in the same period the previous year. There are around 7,500 journey planner searches per day. This is now a truly mobile website with around 70% of total visits on a mobile or tablet. In the morning commute period this jumps as high as 90% of visits on a mobile device.

GWRC used the jumbotron feature to promote the hybrid bus demo, directing visitors to the GWRC website.

A roadmap to replace the Tranz Metro website has been developed, and we are on track to deliver at least one month before the deadline on 1 July 2016. The first deliverable will be a new message centre in metlink.org.nz. This will:

- Provide the new operator with access to the Metlink website to deliver planned disruption and unplanned delay messaging.

- Send messages via a new web-based message centre which will update the website and send text, twitter and email messages from a single point, meaning that GWRC will be delivering consistent delay messaging simultaneously across all channels.
- Include 'My Metlink' subscription options so visitors can easily choose how they want to receive communications. There will be a campaign to encourage 'My Metlink' registrations when the site is launched. Signing up to 'My Metlink' allows users to personalise what they see on the home page including updates on the rail and bus services they use regularly.

Other deliverables include:

- A revised site structure in the Information section to accommodate deeper information on train services.
- Improved search functionality to ensure visitors are taken to timetables in the first instance. Route and bus stop numbers are the most common items entered in search.

We are also investigating options for delivering online monthly pass sales via the Metlink website and looking at how to better integrate the new app with the website.

(b) **New Metlink App**

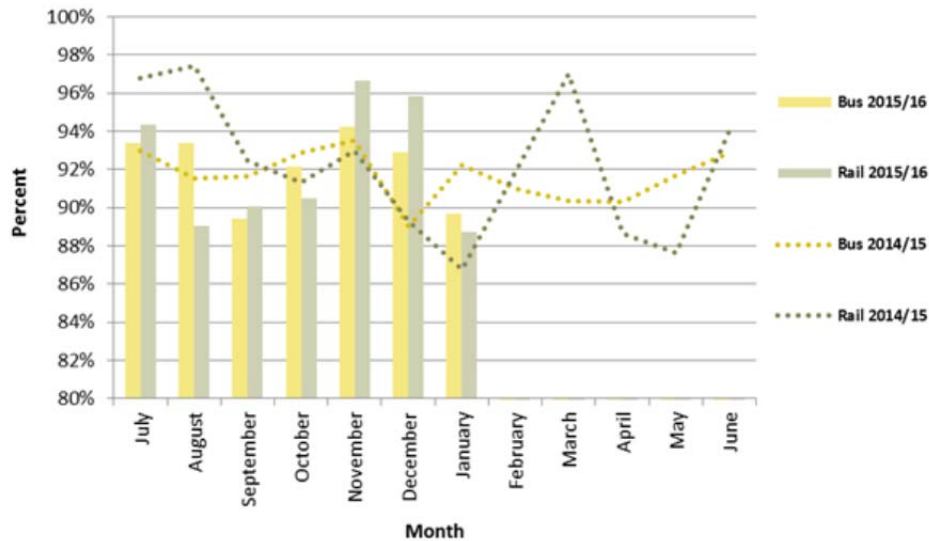
A prototype of the new app will be available for testing by the end of February and a group of GWRC staff have been approached to be involved. Feedback mechanisms will be put in place to identify any issues or comments which will be sent to the app developers for review and any changes will be made to the app prior to launch. It is proposed that we launch in conjunction with the new functionality in the Metlink website and the decommissioning of the Tranzmetro website.

2.4.2 Real-time information (RTI)

In the seven months to 31 January 92.2% of bus services and 91.2% of rail services were tracked by the RTI system. Tracking rates for both bus and rail improved in November and December before decreasing in January.

The decreases in January can be attributed to:

- replacements of rail services with bus replacements over the Christmas block-of-line (closure of the rail network for maintenance work)
- difficulties with the RTI updates to the bus fleet associated with the Christmas timetable, changes to Newlands bus services and the inclusion of school bus services within the RTI system.



We are continuing to monitor RTI performance and correct RTI issues as we identify them. Our focus is on working with the operators to develop processes and ensure that appropriately training programmes are in place as well as identifying opportunities for system improvements.

2.4.3 Printed timetable and publications

Reprints of the Kapiti Line, Hutt Valley Line, Wairarapa Line and Route 91 were completed this month with more reprints due this quarter.

A large project to rebrand and reprint rail tickets as Metlink is underway. We are currently rolling out the new tickets as existing Tranzmetro stock is exhausted and all will be replaced by 1 July.

2.4.4 Media and events

(a) Recent events

Hybrid bus demo

On 12th January over 90 VIPs and staff took up the opportunity to ride on the new hybrid bus. It then travelled the Golden Mile for the general public to ‘test drive’. This got excellent coverage on TV1 and TV3 news as well as extensive online and print coverage. The jumbotron banner on metlink.org.nz as well as social media were used to profile the hybrid bus.

(b) Upcoming events

- Double decker bus demonstration – 10th February. Similar format as Hybrid bus demo
- Waikanae Park and Ride opening – April
- Electric bus demo – date TBC
- Metlink City Safari – May – we are looking at mechanisms to integrate metlink.org.nz into the day.

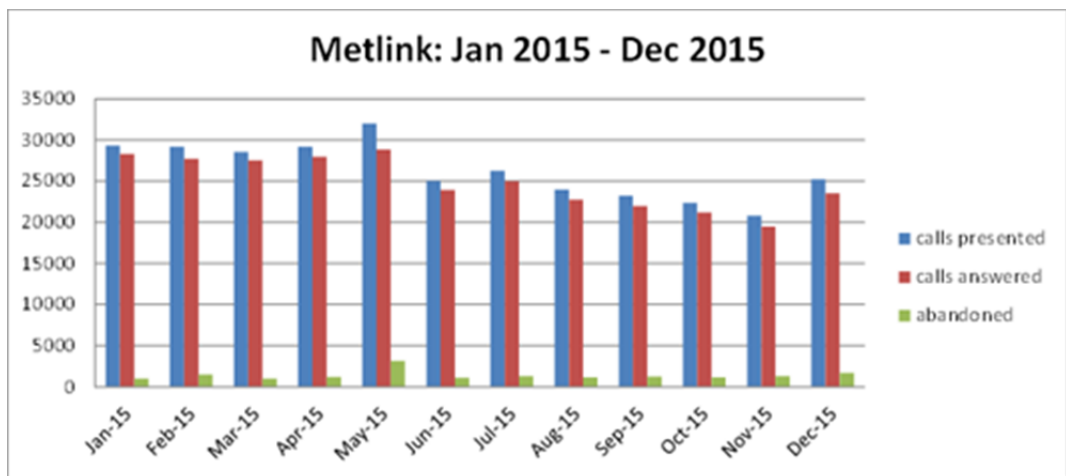
- Last Ganz Train – June
- Electric vehicle symposium – June

2.4.5 Social media – year to date

The Metlink Twitter handle is @metlinkwgtm.

Metlink tweets have earned **48.2k** impressions (number of times users saw a tweet) so far in 2016 and the number of subscribers has risen to **6730**. One of the top tweets with **1537** impressions alone in January was regarding service information for the Wellington Harbour Ferry.

2.4.6 Customer contact centre



	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15
calls presented	29336	29178	28562	29184	31982	25020	26272	23945	23217	22365	20792	25208
calls answered	28292	27682	27517	27975	28841	23899	24981	22764	21945	21184	19463	23513
abandoned	1043	1496	1044	1209	3141	1121	1291	1180	1272	1181	1329	1695

During the last quarter ending December 2015, the Metlink Service Centre has commenced a transformation with new personnel and systems introduced. Some key points to achieve this:

- Introduction of Touchpoint Contact Centre system - queue management and skill based routing, Call Recording (enhanced coaching and quality service assessments), IVR messaging and better reporting at Team/Individual level. Also presents incoming phone calls and email traffic to agents.
- The appointment of 3 leadership roles all with Contact Centre Service Experience and knowledge - Manager Customer Contact (Bruce Horsefield), Team Leader (Rhonda Brown) and a Contact Centre Performance Analyst (Mark Gilmour).
- Appointment of 6 permanent part-timers under GW employment contracts - move away from temps.
- Investment in training and upskilling of staff on Contact Centre Service fundamentals – self-paced online training modules provided through Learning Planet

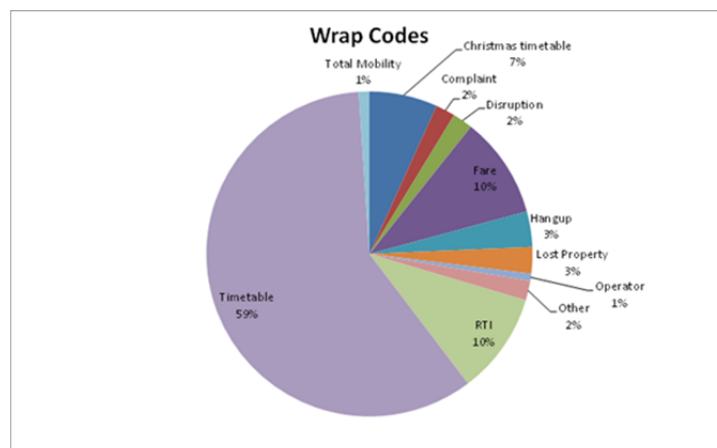
- Quality call monitoring – we are now providing ongoing coaching and training to staff based on actual calls that they have taken.

(a) Service Levels

For Contact Centres, it is common practice to have a Service Level measure which describes the percentage of incoming calls that a staff member answers within a given time period. Internally, the Metlink Service Centre has set itself a Service level of 80/30 – **80% of calls are answered within 30 seconds** - as an initial starting point.

It should be noted that this is only one factor and should not be viewed in isolation. It is always a balancing act with other measures such as Average Speed to Answer (ASA) and Abandonment rate are just as important to track.

Last quarter, we achieved a Service level of 78% with an abandonment rate of 6.38%. Our call volumes increased in December (which is a seasonal trend) due largely to the Xmas timetables and buses replacing trains. There were also a number of disruptions in December with a couple of fatalities and signal fails for rail.



2.5 Total Mobility

2.5.1 Service Performance

Year-to-date 2015/16 Total Mobility patronage to December is down 2.0% compared with 2014/15.

Patronage for the month of December 2015 however is down a lesser amount of 1.0% representing a reasonably small number of 325 taxi trips overall, across the region.

2.5.2 Policy

In December 2015 the Minister of Transport released a public consultation paper on the future of the small passenger services sector. Officers have been reviewing the paper, and are preparing a submission considering the impact of proposed changes to the sector affecting Total Mobility services as well as carpooling and ridesharing schemes. The outcome of this review will also be

considered in the development of a GWRC procurement strategy for Total Mobility.

3. Regional Transport Planning

3.1 Ngauranga to Airport (N2A) - 'Let's get Wellington moving'

The three partner agencies (NZ Transport Agency, GWRC, and WCC) continue working together to develop a proposal to progress planning for the Basin Reserve and linked transport connections. Key progress areas across the different work streams are outlined below:

- Procurement of the transportation analysis framework as part of the suite of decision support tools has been significantly progressed. The tender process is well underway with tenders received to be evaluated next, and a contract awarded later this month. Data collection for the model is planned to begin in March.
- Planning is underway for a series of workshops to develop the Network Operating Framework (NOF) tool. The NOF is a structured process founded on agreed strategic objectives and ensuring these are delivered through transport and land use planning. This tool is integrated with the transportation modelling.
- Planning for the first phase of engagement and communications is underway with the current aim of consultation commencing in March. This phase of engagement will focus on defining the problem and understanding what things are most important to people. Feedback from the regional community will be used to develop a set of core principles for the project. The principles will then be used to guide the development of scenarios and potential solutions through the remainder of the project.
- A new interactive website is being developed and will be the online engagement hub for the programme which will be known as 'Let's get Wellington moving'.
- Initial thinking has been undertaken around funding processes and practice for the programme and around the process for development of scenarios following the development of principles.

3.2 State Highway 2 Programme Business Cases

3.2.1 Governance and the Business Case Approach

The Transport Agency are progressing the development of two programme business cases on State Highway 2 known as "SH2: Ngauranga to Te Marua" and "SH2: Te Marua to Masterton" in order to inform and identify future projects on this corridor. In addition there is a Transport Agency led "Wellington Port Access" programme business case in progress.

It is intended that a governance structure will be established across all three of these business cases. The governance structure will ensure coordination and integration between the business cases, but also with other projects and business cases in the region (e.g. Petone to Grenada Link Road, Regional Transport Resilience business case, Wellington to Hutt Valley Cycleway etc.). The governance structure will incorporate both steering and working groups

with representation on these groups from councils in the region and from the Transport Agency to ensure a cross agency view and agreement.

Initial scoping work for the business cases took place before Christmas 2015 and now the business cases are progressing to stakeholder workshops so that the programme business cases develop over the coming months. These will ultimately be reflected in activities in the Regional Land Transport Plan (RLTP).

3.3 Petone to Grenada Link Road

This project is now into the Scheme Assessment report phase of the project. During this phase, the Transport Agency will hold workshops with stakeholders and community representatives in the first half of 2016 and get feedback on the design of the new link road and interchanges.

3.4 Variation to the RLTP 2015: SH2 Carterton to Masterton Safety Improvements

The RLTP was approved in April 2015. The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 6 financial years, and the regional priority of significant activities (costing less than \$5m). The Land Transport Management Act 2003 includes provision for variations to the approved RLTP at the request of either an approved organisation, the NZTA, or on the Regional Transport Committee's (RTC) own motion.

A request to vary the Wellington RLTP 2015 has been received from the Transport Agency to add a new activity 'SH2: Carterton to Masterton Safety Improvements'.

This activity has been identified as a priority by the national Safer Roads Alliance (formed in July 2015 after the RLTP was adopted) to help deliver a programme of road safety projects. These projects were outlined in the Safer Journeys, Roads and Roadsides Programme Business Case to take place over six years with the aim to reduce deaths and serious injuries on the state highway network. Including this activity in the RLTP is required as part of the wider funding approval process for the project, and will allow the detailed business case phase of this programme to be progressed in parallel with the development of the SH2: Te Marua to Masterton Programme Business Case.

A report on the proposed variation will be prepared for RTC consideration at its meeting on 22 March 2016. If the RTC endorses the variation, it will then be forwarded to Council for approval. Council must either accept the recommendation or refer the variation back to the RTC with a request that it be reconsidered. A report detailing this variation request will be presented at Council on 6 April 2016.

4. Sustainable Transport

A public consultation paper on the future of the small passenger services sector was released by the Minister of Transport. In conjunction with Public Transport, officers have been preparing a submission on this, considering the impact of proposed changes to the sector affecting carpooling and ridesharing schemes.

Staff are also preparing a submission on Wellington City Council's draft Car Share Policy. GWRC supports the policy, which provides a framework for council to support car share operators that have well-designed processes in place. It is believed this will encourage a growth in car share providers, provide an improved and more consistent user experience, and ensure better monitoring of use. Car share schemes have been shown to reduce the need for some households to own a car or own a second car and they support more trips being made by public transport, walking and cycling.

Eight new carpool parking spaces have been established next to Paraparaumu Station. Staff have been at the station early in the morning to inform drivers about the new carparks and ensure they are parking in accordance with the need to have two or more people in the car. There has been positive feedback about the initiative. This is the third Park n Ride in the region which has priority carpool carparks in place.

The Active a2b programme has commenced with a new website and a new approach to generate more engagement by participants through social media. The challenge part of the programme commenced on Go By Bike Day and will be open for a month.

Preparations for Movin' March (the active travel month for schools across the region) are nearing completion and schools are registering to participate. Staff have created new curriculum resources for this year's programme.

In collaboration with Enviroschools, a new resource is being developed to encourage greater awareness of active and sustainable travel to school. This will be tested in schools later this year.

Staff have participated in the first workshop on the draft designs of a walking and cycling path alongside the Petone to Grenada Highway.

5. Responses to public participation- 1 December 2015

Ian Shearer spoke to item 9: Notice of motion from Councillor Sue Kedgley, regarding different fast charging stations across Europe for electric cars including fast charging stations. Mr Shearer explained how these had been widely introduced in parts of Europe.

In response to Councillor Kedgley's Notice of motion, the Committee adopted the following resolutions:

- 1. That officers convene a working group consisting of representatives of councils in the region, the Wellington Electricity company, Drive Electric, Charge Net and any other company or organisation with an interest in electric car infrastructure, to promote the installation of a network of fast charging stations for electric vehicles in the Wellington region, so that electric car drivers have the freedom and range to go anywhere they want in the Wellington region.*
- 2. That Greater Wellington Regional Council demonstrates its leadership on electric vehicles by undertaking to replace existing vehicles with electric vehicles when there are sufficient charging stations in place in the region, and suitable vehicles available, and requests that the Chief Executive provides a report to Council on the options for replacing its existing car fleet with electric vehicles by March 2016.*

3. *That the Committee notes the proposal to coordinate a symposium on electric vehicles in the new year, hosted by Greater Wellington Regional Council to bring together key stakeholders and map out a future direction.*

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Committee:

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

Report approved by:

Wayne Hastie
General Manager
Public Transport

Report approved by:

Luke Troy
General Manager
Strategy