

Report 12.598
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Committee Council
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Report on Economic Wellbeing Committee 29 November 2012

1. Purpose

To inform the Council of the Economic Wellbeing Committee meeting of 29 November 2012.

2. The decision-making process and significance

No decision is being sought in this report.

3. Public Participation

Colin Dash and Pete Soundy from the Canterbury Railway Society Incorporated thanked the Committee for the return of the English Electric Units borrowed from the Society in 2008. The representatives from the Society expressed their gratitude that the Units borrowed had been refurbished by the Greater Wellington Regional Council. The Committee Chair noted that these Units had served the region well when pressure on rolling stock was so great, and additional capacity needed. The Society presented to the Committee framed photographs showing images of the Units before and after their refurbishment.

3.1 Wellington City Bus Review

The Committee commended officers for their work in preparing a revised network concept.

It was noted that the substantial feedback from the February 2012 public consultation and subsequent meetings with resident groups and other stakeholder groups in July and November 2012 has enabled officers to revise the proposed network's concept and design to better meet community expectations whilst still meeting the Review's objectives.

It was noted that any future network designs would reflect the network concept.

3.2 Sustainable Transport Annual Achievement Report 2011/12

The Committee was advised that the Sustainable Transport initiatives presented to the Regional Transport Committee would from now on also be presented to this Committee.

The Committee noted that the success and high profile of many of the sustainable transport programmes are the result of collaborative partnerships forged between Greater Wellington Regional Council, territorial authorities, schools, businesses and other key agencies and groups.

It was noted that cycle skills training for school students and the Let's Carpool website, had been particularly successful sustainable transport programmes.

The Committee was advised that a smart phone app journey planner for walking and cycling had been developed.

The Committee expressed their high level of satisfaction with the work being undertaken on sustainable transport programmes.

3.3 Rail Report 2011/12

The Committee was advised that Greater Wellington Regional Council has for the first time produced an annual report on the performance of Wellington's metro rail service, titled the 'Wellington Metropolitan Rail 2011/12 Annual Report'.

The Report is focussed on three broad areas for which Greater Wellington is accountable:

- Service outcome performance
- Asset management performance
- Financial performance.

The Committee advised that they found the Report both useful and comprehensive.

The issue of security at railway stations was discussed. Officers advised that better lighting and CCTV cameras were being installed at stations, which should result in an increased feeling of security for rail users.

The Committee discussed the reasons for the decrease in patronage on the Johnsonville Line. Officers expect patronage on this Line to reflect the increased reliability of the Matangi Fleet.

3.4 General Managers' report to the Economic Wellbeing Committee on 29 November 2012

Joern Scherzer, Senior Advisor Transport, Energy Efficiency and Conservation Authority gave a PowerPoint presentation to the Committee on the potential for electric buses without overhead wires to be incorporated in a public transport network.

The Committee discussed the merits and potential pitfalls of battery powered electric buses. It was noted that any trial of battery powered buses would require bus operator involvement.

The Committee received an update on public transport operations for which Greater Wellington Regional Council has responsibility. The Committee expressed pleasure at the level of punctuality currently being achieved by metro rail service.

The Committee was advised that an amendment to the policy for the carriage of cycles on trains was being trialled. If the trials are successful amendments to the policy may be brought to the Committee in the New Year.

The Committee discussed progress on Matangi wheel screeching on the Johnsonville Line. Initial trials of the application of a friction modifier have proven to be very effective in reducing the noise. Equipment to automatically dispense the friction modifier has been ordered and will be introduced on a trial basis, and hopefully will become the final solution to the problem.

4. Recommendations

That the Council:

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

Report prepared by:

Report approved by

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Peter Glensor
Chair