

Report 14.338  
Date 16 June 2014  
File TD/02/10/06-v1

Committee Council  
Author Cr Barbara Donaldson, Chair, Annual Plan 2014/15 Hearing Committee

## Report of the Hearing Committee on the draft Regional Public Transport Plan 2014

### 1. Purpose

This report outlines the recommendations of the Annual Plan 2014/15 Hearing Committee (the Committee) on the draft Regional Public Transport Plan 2014 (the draft PT Plan) arising from the consideration of written and oral submissions and other relevant information.

### 2. Background

The Annual Plan 2014/15 Hearings Committee met on 27 – 29 May 2014 to hear oral submissions received on the draft PT Plan, along with submissions on other matters being considered by the Committee.

In total 624 written submissions on the draft PT Plan were received and 80 submitters presented their submissions to the Committee (6 of these submitters also talked to their draft Annual Plan 2014/15 submissions). An interim summary of the written submissions was prepared for consideration by the Committee, along with comments and recommendations from officers (report **2014.285**).

A workshop with technical advisors was held on June 4 to discuss the options for the Wellington city bus fleet. The Committee reconvened on June 12 2014 to consider the oral and written submissions and additional information, including the following tabled documents:

- The final summary of submissions and summary information (Attachment 1 to report **2014.285** updated)
- Officer comments on the Wellington bus fleet configuration
- Wellington Bus Fleet Options - Questions and Answers June 2014.

The total of 624 submissions includes 6 submissions that were not included in the submissions circulated to the Committee prior to the meeting on 27-29 May 2014. These submissions were submitted via the Council website consultation page, but due to a technical error were not exported from the website into the database used to process submissions. After the error was picked up the submissions were analysed by officers and circulated to Committee members, along with officer comments. The majority of issues raised in the six submissions had also been raised by other submitters and so had already been considered by the Committee, with the exception being issues that are outside the scope of the PT Plan or are at a level of detail below that considered in the PT Plan.

### **3. Comment**

The Committee reviewed and considered all the written submissions, the matters raised by oral submissions, and the additional information provided. Consideration was given to each separate topic identified in the summary of submissions, along with the officers' recommendations.

A large number of submissions raised issues or suggestions that are operational or are at level of detail below that included in the PT Plan, which is a high level policy document. The Committee noted that these issues should be addressed through existing work programmes, and referred submissions to officers for consideration and further work. A number of submissions raised matters relating to general transport policy that are outside the scope of the PT Plan.

The Committee agreed with the officers' advice, with the additional recommendation that in addition to the proposed 25% off peak discount, the Council consider applying a 25% tertiary student discount on peak fares, provided that there is substantial financial support from Wellington City Council and the tertiary education institutions in the region. This recommendation was made in response to submissions from students and from the Wellington City Council, which requested a tertiary student discount on the basis of the economic benefit the tertiary sector provides to the city.

### **4. Communication**

Once the Regional Public Transport Plan 2014 has been adoption by Council it will be made publicly available, and circulated to operators and other key stakeholders. A media release will be issued.

All submitters who made submissions on the draft PT Plan will receive a response outlining the decisions of the Council.

### **5. The decision-making process and significance**

Officers have considered the need to take account of the community's views and preferences in relation to these matters. This report details the results of part of that consultation process.

The subject matter of this report is part of a decision-making process that will lead to the Council making a decision of high significance within the meaning of the Local Government Act 2002. The decision-making process is explicitly

prescribed for by the Land Transport Management Act 2003 and the Local Government Act 2002.

## 6. Recommendations

*That the Council:*

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Requests** officers to investigate the proposal from Wellington Cable Car Limited that the Cable Car could be included in the Metlink network in future Regional Public Transport Plans.
4. **Agrees** that as well as the proposed discount for non-peak fares, the Council consider applying a 25% student discount on peak fares provided that there is substantial financial support from Wellington City Council and the tertiary education institutions in the region.
5. **Supports** proposals for increased collaboration with operators and local councils, and in particular in order to deliver bus rapid transit.
6. **Approve** the following amendments (as set out in the updated Attachment 1 to Report 14.285) being made to the draft Regional Public Transport Plan:
  - a) To correct identified errors.
  - b) To emphasise the importance of collaboration with local councils, and in particular in order to deliver bus rapid transit.
  - c) To include a coverage map of the proposed network and to clarify that maps and diagrams contained within the PT Plan are necessarily generic and indicative given that specific bus route details are still subject to development.
  - d) To amend the action under policy 4.a to include taking into account the needs of the transport disadvantaged.
  - e) To provide further detail in the policy on the process for establishing units (including how incumbent operators will be involved in identifying and agreeing like for like units), and to provide more detail on the timing of the procurement processes once that information is available.
  - f) To emphasise that the proposed RSI service design will be further developed taking into account community feedback, and that expenditure on Upper Hutt Station is expected to occur in 2014/15.
  - g) To clarify that further consultation on the Wellington city bus network will occur where local communities have identified concerns, including for Khandallah and Churton Park and Victoria University.
  - h) To include an increase in frequency for bus route 46.

- i) *To clarify that the proposed Wellington bus network will not reduce service levels, where the services are well-patronised and that corrections be made in the final PT Plan to make clear that the proposed hours of operation do indeed have no change where this is the case.*

*With regard to the proposed renewal of the Wellington City bus fleet:*

7. ***Agrees** that the criteria for the evaluation of the options for the future bus fleet are: Where, when and how people want to travel, reducing carbon and other harmful emissions, cost, and noise impacts, and that the most important criteria is where when and how people want to travel.*
8. ***Notes** that the greatest potential for reducing carbon and local emissions from transport is by increasing public transport use, and therefore reconfirms the PT Plan goal of growing patronage by continually improving the Metlink public transport so that services:*
  - *Go where people want to go, at the times they want to travel*
  - *Provide competitive journey times*
  - *Provide value for money*
  - *Are easy to understand and use*
  - *Are safe, comfortable and reliable*
  - *Provide flexibility, allowing people to change their plans.*
9. ***Agrees** in principle to the goal of a fully electric future bus fleet for Wellington, which should occur at the point battery electric buses are able to reliably and cost effectively deliver high capacity services.*
10. ***Agrees** in principle that diesel-electric hybrid buses are the preferred option for new buses during the transition from the current fleet until the point the future electric fleet becomes viable, on the basis that diesel-electric hybrid buses provide a cost effective way of reducing harmful local emissions, carbon emissions and noise.*
11. ***Agrees** that the draft Regional Public Transport Plan be amended to reflect the decisions of recommendations 9 and 10.*
12. ***Requests** officers to report back to Council with further analysis on options for high-capacity diesel-electric hybrid vehicles and a transition plan for the introduction of diesel-electric hybrid vehicles.*
13. ***Agrees** that, given the magnitude of current and future costs for the power supply required to operate trolley buses, the existing contract for trolley bus routes not be renewed when it expires in 2017.*

Report prepared by:

**Cr Barbara Donaldson**  
Chair, Annual Plan 2014/15 Hearing Committee