

Report 16.159
Date 3 May 2016
File CCAB-20-144

Committee Sustainable Transport Committee

Authors Wayne Hastie, General Manager, Public Transport
Luke Troy, General Manager, Strategy

General Managers' report to the Sustainable Transport Committee meeting 11 May 2016

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

Transition to commencement of the Partnering Agreement with Transdev Wellington Ltd on 3 July 2016 remains on-schedule, with a number of commercial and operational matters resolved since contract signing.

(b) Bus

Draft of the Partnering Agreement contract has been provided to New Zealand Transport Agency for review and approval, and Request for Tender (RFT) documentation is nearing completion. The RFT documentation is expected to be tabled for approval by Council on 29 June 2016.

A demonstration electric bus will be available for the Electric Vehicle symposium being held in the Wellington Region on 27 June 2016.

(c) New Wellington Bus network

Process for managing traffic resolutions and civil works required for new network infrastructure with Wellington City Council (WCC) is working well, with a number of resolutions planned to go to a WCC Transport and Urban Design Committee meeting at the end of June.

(d) **Business readiness**

Overall GWRC readiness for commencement of the rail partnering contract continues to progress satisfactorily. The Metlink website – www.metlink.org – has been significantly enhanced with the progressive inclusion of all functionality provided by the current TranzMetro site, which will no longer be available once the new contract starts.

2.1.2 **Integrated fares and ticketing**

(a) **National Ticketing Programme**

GWRC's active participation in the National Ticketing Programme (NTP) continues. This includes membership on the Strategy and Planning work-stream and subcommittee evaluating a range of implementation scenarios for national ticketing. A roadmap for the deployment of a national solution is expected to be presented to NTP Steering Group in May 2016 and the NTP Governance Group in June 2016. Subject to acceptance of the roadmap, the next phase of national ticketing would likely be progressed via a business case process.

(b) **Interim bus ticketing**

A critical ticketing implementation deadline for Council is commencement of the first PTOM bus contract as GWRC is to provide a ticketing system to operators. Key decisions are expected to be with Council in June 2016.

(c) **Fares transition**

Good progress continues to be made on the fares and products transition in the lead up to the new rail operator start date. Following the Council meeting on 24 February this year, officers have been working with Transdev and TransMetro to develop a Fare Media Transition Plan. The Plan provides guidance on operational transition matters related to fares such as branding, stock management, sales and validation.

2.1.3 **Policy development**

(a) **Planning for future accessibility needs**

Discussion on bicycle provision on trains at the Sustainable Transport Committee (STC) meeting on 31 March also raised the issue of future provision for public transport users with mobility aids (e.g. mobility scooters).

Research has been initiated for the production of a wider report on future public transport accessibility. This report will utilise demographic and public transport usage forecasts to identify areas of policy that may need to be developed to serve the changing needs of the region's population.

2.1.4 Service planning and reviews

(a) Wellington

In conjunction with the operator, staff are investigating timetable and scheduling improvements for approximately five of the worst performing services from a reliability perspective. There are clear indications from the operator that these changes will not be able to be delivered by way of a fiscally neutral variation. Work is ongoing with the operator to understand the costs and benefits of the proposed changes.

(b) Kapiti

In preparation for the PTOM tendering of Kapiti bus services, an operational review of Kapiti bus services was undertaken between September 2015 and March 2016. This review included input from Kapiti Coast District Council (KCDC), local community boards, and customer feedback received over the last few years. The review identified a number of areas where improvements to reliability, attractiveness and efficiency of the bus services could be made. Customer and community awareness and affirmation of the proposed changes is planned to occur during June/July 2016. We will be asking for feedback around the specific changes, and identification of any fine tuning that could be made. The outcomes of the engagement and subsequent recommendations are anticipated to be brought to the September STC meeting, to enable the changes to be included in the preparation for award of the Kapiti PTOM bus contract.

(c) Wairarapa

In preparation for the PTOM tendering of Wairarapa bus services an operational review of Wairarapa bus services was completed between September 2015 and March 2016. This review included input from the three Wairarapa territorial authorities, the bus operator and a review of patronage and reliability data. The review found a general satisfaction with services with the most significant issue identified being the lack of Sunday bus services. The potential improvements to the Wairarapa bus network will be included in the PTOM tender in order to establish robust costings for the changes, and thus the affordability. Once PTOM tenders have been evaluated and the preferred tender for Wairarapa is selected, the recommendations for Wairarapa bus network changes will be brought to the Committee.

The Wairarapa Passenger Rail Services Working Party (comprising two elected members from each territorial authority in Wairarapa and GWRC) met for the first time in Carterton on Monday 2 May 2016. Councillors Swain and McPhee attended on behalf of GWRC with support from officers. The Working Party is an informal working party set up to explore opportunities to improve Wairarapa Passenger Rail Services. At the meeting it was acknowledged that the reliability and punctuality of rail services to and from Wairarapa has improved significantly in recent months. Other matters discussed included: bikes on trains, funding for track improvements, additional weekend services and special services for events.

(d) **School Bus Services**

In preparation for the PTOM tendering of schools bus services, officers propose meeting with schools over the coming months. The intention is to gather information on school bus services and to identify issues or opportunities for improvement. The focus will be on existing services, rather than seeking new school bus services. Officers expect to report back on a proposed way forward by early August.

2.2 Rail operations

2.2.1 Service performance

(a) **Patronage**

Year-to-date 2015/16 patronage to March is up 3% compared with 2014/15, including increases of over 4% for both the Kapiti Line and the Johnsonville Line.

Ongoing roadworks and delays on State Highway 1 have influenced demand on the Kapiti Line. In response, additional capacity on two evening services has been provided, allowing space for an extra 500 passengers in total.

(b) **Punctuality and reliability**

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

Year-to-date 2015/16 punctuality to March (on-time to 5 minutes) was at 94.2% overall. Punctuality across the network in the month of March was 96.9%.

(c) **Johnsonville noise**

All Johnsonville services are running with Matangi 2 trains fitted with wheel noise dampers and some with on-board flange lubricators. Over time, considerable effort has gone into reducing the noise and improvements have been made with positive feedback received from some residents. However, feedback from other residents suggests that we need to keep looking at ways to further reduce the noise levels. A noise monitoring station is allowing us to objectively monitor noise levels and measure the benefits of further initiatives.

(d) **Wairarapa line peak punctuality**

Punctuality on the Wairarapa Line is back to the levels being delivered before summer. Overall punctuality on the Wairarapa Line was 86% during March and performance of Peak services was 94.4%.

During the summer period, punctuality was affected by heat restrictions. Significant renewal work was undertaken to decrease the number of temporary speed restrictions (which are now down below the agreed targets).

Work is continuing to ensure the impact of heat restrictions is decreased next summer.

2.2.2 Asset management

(a) Rolling stock

Fleet reliability and availability is generally going well.

The Matangi 1 retrofit programme is now complete, providing improved fleet reliability and operational flexibility.

The rollout of the Matangi 2 fleet is progressing well. The last Ganz Mavag Units are expected to be removed from service at the end of May 2016, prior to preparation for shipment to Africa. A Ganz Mavag has been provided to Canterbury Railway Society, located at Ferrymead in Christchurch for preservation.

(b) Bikes on Trains - Wairarapa

The AG van will be placed on the Wairarapa train service during the weekends to provide increased bicycle storage capacity. A trial is planned for May 2016, prior to the AG van undertaking a bogie overhaul. Upon completion of the trial and bogie overhaul, it is proposed that the van will be used for additional bike capacity during the weekends. Promotion is expected to commence in July 2016.

(c) Stations

Station cleaning and minor maintenance tenders recently closed with a new contractor being awarded the contract to clean and maintain all stations on the rail network with the exception of Wellington. The new contract will commence on 1 July 2016 and run through to 2019 with options to extend by a further two 1 year periods.

Officers have over the past nine months have completed various upgrades and improvements to our stations and facilities. Some of the more recent improvements include:

- Redecoration of the Paraparaumu bus driver toilet facilities, which are within the main station building
- Introduction of litter bins to Mana station
- Installation of safe zones, part of the emergency call point system for customers to use in the event of an emergency
- Completion of the roof replacement on the shelter at Heretaunga
- Completion of the roof replacement on the Pomare station building
- Installation of 14 new CCTV units to stations and car parks
- Connection of 12 existing stations to the emergency call point system, boosting the safety and security of the travelling public.

(d) Park and ride

Our car park maintenance programme continues as normal with repairs and line marking programmed to help make our car parks usable and safe.

Officers have recently released a tender package for car park maintenance, re-sealing and options for new car park builds. This tender closes on 4 May with evaluations taking place shortly after. Officers will also be reviewing and setting the programme of works this year rather than buying in the service from Consultants.

Petone

Petone park and ride was successfully opened with a further 215 spaces being added to the existing location. The adjacent land situated south of the main car park is currently being developed by Arise Church and officers have negotiated the use of an additional 30 spaces when the church car park is complete. The use of these spaces is subject to agreement but expected to be Monday to Friday, 6am to 6pm.

Paraparaumu

Paraparaumu park and ride opened last Christmas and provides an additional 125 spaces to the existing parking in that area. The car park is surrounded by planted borders and includes LED lighting and CCTV security cameras. The car park has been largely full following its opening.

Waikanae

Commencing construction of the Waikanae park and ride has been delayed due to difficulty in obtaining resource consent. An application has been lodged with Heritage NZ and the outcome of this application is due soon.

Subject to consent being granted and an agreed proposal with KCDC, engineers will begin to resolve the drainage issues on the site by carrying out soak test holes. Further communication and agreements are required with iwi and KCDC going forward.

Contractors have been advised of a provisional start date of 1 June 2016 with an estimated completion date of mid-September. This is subject to permissions and weather conditions.

(e) Subways and bridges

Ava North bridge was closed to the public just before the Easter break for essential maintenance work and to upgrade the bridge deck and stairs. Further safety issues were discovered at this time, and officers ordered the bridge to remain closed until further notice to reduce the risk of injury failure of the bridge itself. Work is expected to be completed on the next block of line (Queens Birthday), enabling contractors to complete the installation of 3 new sets of stairs.

Other bridge and subways works are planned for 2016/17, focussing on seismic upgrades to bridges that have failed to meet the new build standard (NBS). These bridges are Ava South, Tawa and Heretaunga.

Engineers are currently drafting the seismic solutions which are expected to be available by the end of June 2016.

2.2.3 KiwiRail Network

(a) Maintenance and operations

During March 2016, less than 2% of services were impacted by network restrictions.

A major block of line over the Easter weekend was successful with work taking place as planned on the Hutt and Wairarapa Line and the Kapiti Line, including the resurfacing of the Steyne Road level crossing at Plimmerton. However, track inspections were carried out and identified decayed sleepers and rail corrosion around Tunnel 1 and 2 and the bridge over State Highway 1 (Bridge 4). These issues were known and planned for in the next financial year. Following the inspections however, it was realised that the issues were worse than thought and officers are examining options to bring this work forward.

(b) Renewals

Focus is still on the Hutt and Wairarapa Line and work has continued on reducing speed restrictions on the Wairarapa Line with Temporary Speed Restrictions (TSRs) reduced to less than 5 minutes in both directions. Work to de-stress the track is also reducing some of the Heat 40 sites to ensure services are not impacted as much next summer.

2.3 Bus and ferry operations

2.3.1 Service changes (non-PTOM)

Timetable changes planned for the Hutt Valley commencing June 2015 have had to be postponed while we progress matters related to the changes with NZ Bus. Officers are investigating whether changes can be introduced in July 2016 in conjunction with any improvements to interpeak rail timetables.

The current focus is to make reliability improvements to some Wellington City timetables. Changes are proposed to running times rather than routes and are not part of the implementation of the new Wellington City network. A timeline for these changes is in development.

2.3.2 Special Events and Road Closures

(a) ANZAC Day review

For ANZAC Day in Wellington City this year, three early morning trains from Upper Hutt, Kapiti and Johnsonville were provided to link up with free shuttle bus services at the Railway Station.

Free shuttle buses were also provided to transport passengers from the dawn service back to the Railway Station and throughout the day to events at the Cenotaph at 9am and the national service of commemoration at Pukeahu National War Memorial Park at 11am.

The bus services were based on a pared-down model from the services offered to the public in 2015 with the opening of the park and the 100th anniversary of Gallipoli. The numbers this year were very low with less than 100 people using the Upper Hutt and Kapiti trains – a little more on the Johnsonville train.

Officers will meet with WCC officers to compare observations and discuss plans for next year's event.

(b) **Tramways Union Stop Work Ratification Meeting**

The Tramways Union held a Ratification Meeting for their NZ Bus union members on 17 April 2016. The meeting was held during the school holidays to minimise disruption. Most drivers attended the meeting resulting in a reduced Valley Flyer service and cancellation of the majority of Go Wellington bus services.

There were some systems issues on the day relating to the cancelled services causing incorrect information in real-time information (RTI) however the source of that issue has been identified and corrected. The incorrect information on discovery was able to be removed and replaced with messaging that directed our customers to the Metlink Contact Centre.

(c) **Bike Racks on Buses trial**

Officers from Public Transport and Sustainable Transport are conducting test and trial phases of the Bike Racks on Buses project. The trial is subject to a separate paper to the Committee.

2.3.3 Asset management

(a) **Bus Shelters**

This year's programme provides for 14 new bus shelters to be installed. New shelter locations were determined using the bus stop prioritisation process. Shelter installation is subject to consultation with local residents and business owners adjacent to the proposed shelter locations. Predictably with some sites we were unable to get agreement and alternative sites were found. Progress is summarised in the following table:

Lower Hutt	6 shelters	<ul style="list-style-type: none"> • Stop #9321 – Hawthorn Cres – Complete • Stop #8283 - Rata St – Complete • Stop #8285 – Naenae Rd at Rata St – Complete • Stop #8704 – Parkside Rd at Bell Rd – Complete • Stop #8250 – High St at MacKay St – Complete • Stop #9117 – High St near 396 – issues with space available
Upper Hutt	1 shelter	<ul style="list-style-type: none"> • Stop #8601 – Birchville School, Gemstone Dr – In progress
Porirua	5 shelters	<ul style="list-style-type: none"> • Stop #2873 – Titahi Bay Rd – Complete • Stop #2781 – Aotea College - Complete • Stop #2024 – Parumoana St (near 16) - complete • Stop #3948 – Kenepuru Dr (near 85) - complete • Stop #2008 – Lyttleton Ave – in progress
Wairarapa	1 shelter	<ul style="list-style-type: none"> • Stop #4504 – Papawai Rd at Main Rd - complete
Kapiti	1 shelter	<ul style="list-style-type: none"> • Stop #1536 – Waimea Rd (near 68) - complete

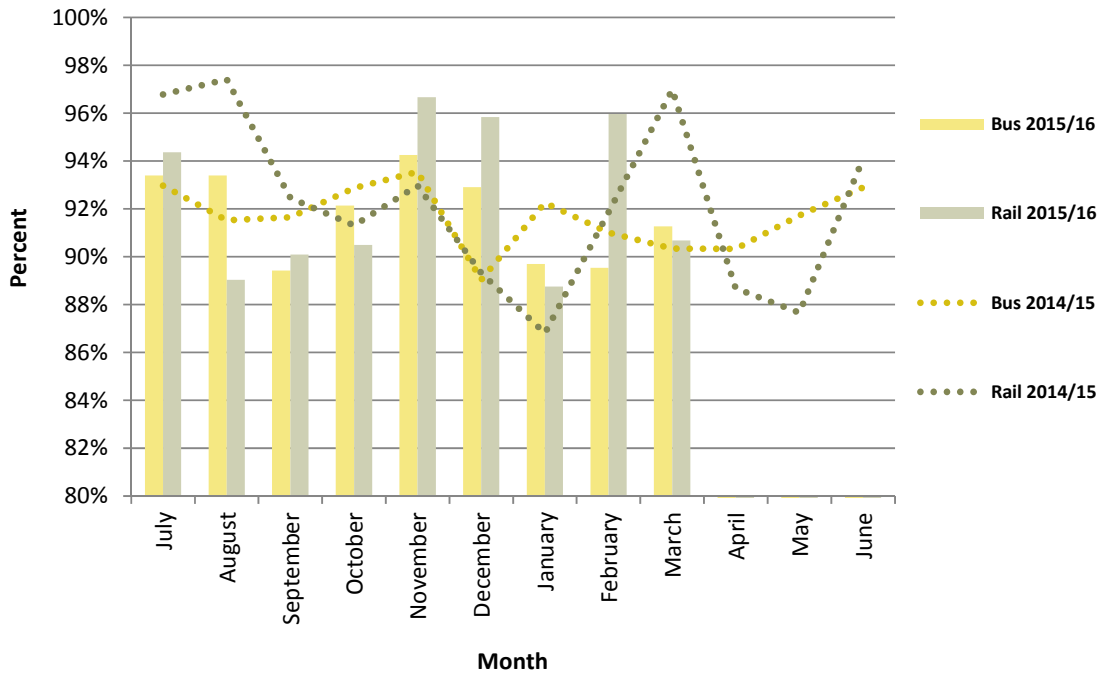
2.4 Metlink customer services and information

2.4.1 New Metlink website

The project to migrate the information and functionality from the Tranz Metro website to Metlink is progressing well. GWRC has commissioned a new SMS gateway provider, the new message centre development is on-track and we now have the ability to allow restricted editing access for Transdev and GWRC Customer Contact Centre to the content management tool. A screen to load messages with the ability to send SMS, TXT, Emails and update the website for both planned and unplanned disruptions has been developed. The website has been changed so that it is better suited to communicate the Greater Transport, Greater Wellington story.

2.4.2 Real-time information (RTI)

In the nine months to 31 March, 91.8% of bus services and 92.4% of rail services were tracked by the RTI system.



The services tracked graphs (above) are indicative of the quality of RTI predictions to customers. They show that around 92% of services were tracked, and information provided to customers via the electronic signs, website and mobile apps.

Good progress in improving bus tracking percentages was made earlier in the year with significantly improved numbers in November and December – the reductions in January through to March were disappointing in this context. Now that we have sorted through these issues we expect that tracking rates can lift up to around the 94% mark in April and we are working to get further improvements.

Rail tracking percentages reduce when there are planned maintenance works on the rail network. The reduced tracking percentages in January (Christmas block of line) and March (Easter block of line) reflect this.

2.4.3 Printed timetable and publications

Reprints of the R261-262 Paraparaumu North, R10-11-28-30 Newtown/Seatoun, R81-83-84-85 Eastbourne, Wairapapa Line, Kapiti Line, Johnsonville Line and R91 Airport Flyer are underway this month with more reprints due to take place in May and June.

2.4.4 Media and events

(a) Recent events

The events team has recently delivered the successful Transdev contract signing event and the Hybrid and double decker bus demo events.

(b) Upcoming events

- Metlink City Safari Sun 15 May
- Electric Bus demo End of June
- Electric Vehicle Symposium Mon 27 June
- Last Ganz Train Late May (TBC)
- Waikanae Park and Ride opening (TBC)

(c) Upcoming marketing activity

Field work for the annual customer satisfaction survey is scheduled to start on 9 May and a draft report is expected on 11 July.

A marketing campaign is being prepared to encourage people to sign up for a My Metlink account that will coincide with the new rail operator ‘going live’ date.

Work to remove all TranzMetro branding from the rail network by 4 July is progressing well. Design work on the Metlink staff uniforms has been finalised and work is progressing well on the external bus livery designs.

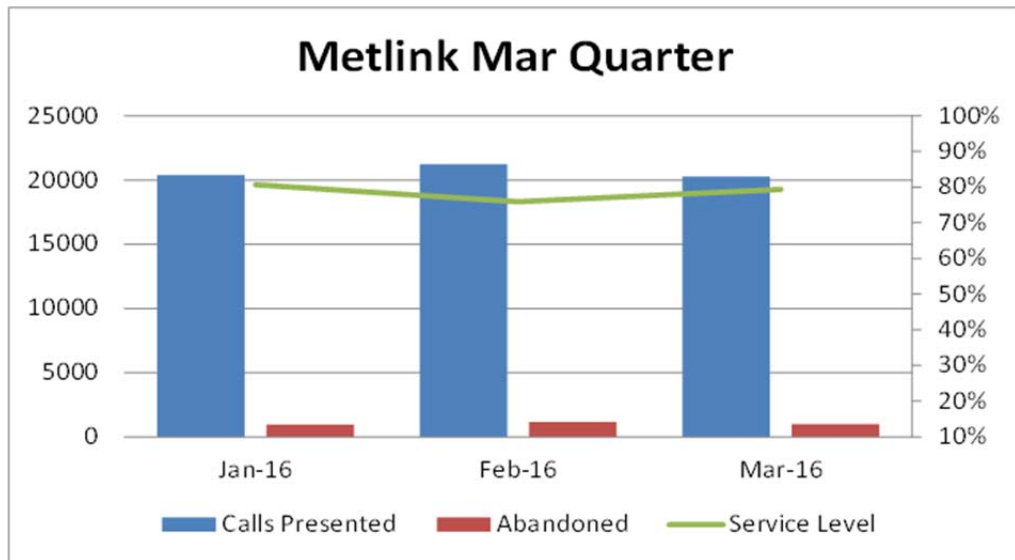
2.4.5 Social media – year to date

The Metlink Twitter handle is @metlinkwgtm.

Metlink tweets have earned 117.6k impressions (number of times users saw a tweet) so far in 2016 and the number of subscribers has risen to 6930.

2.4.6 Customer Contact Centre

(a) Call Volumes & Service Levels

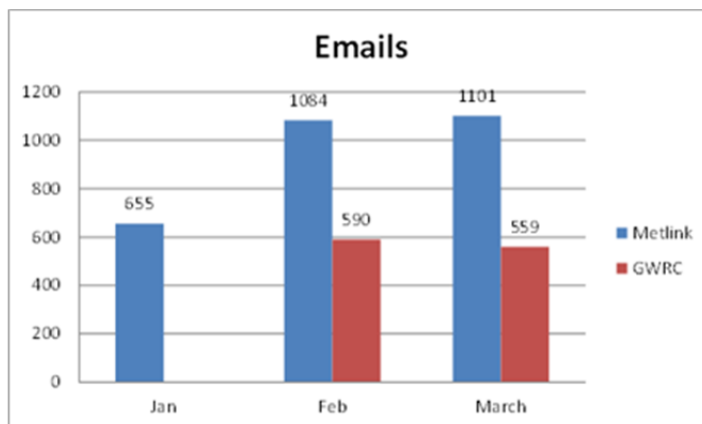


Metlink (Public Transport calls) still account for 90% of our incoming call volumes. Call volumes were 9.5% lower than the previous quarter. Abandoned calls were under our 6% target achieving 5%. Our service level has remained constant at 78%.

In term of our Wrap codes, events accounted for 1% of our total call volume but as this is a manual decision for staff, some event calls may have been wrapped in other categories. It was noticeable that for February, event calls were at 3% due largely to the Military Tattoo event.

(b) **Emails**

This is the first full quarter that the Contact Centre has been able to track Metlink emails as they are now presented through our Touchpoint system rather than through Outlook. Essentially emails are automatically presented to staff in the same way that incoming calls are.



2.5 **Total Mobility**

2.5.1 **Service performance**

Total Mobility patronage is down 2% compared to the same time last year with a total of 23,853 trips for the current financial year. This slight downturn represents 597 individual trips in March however patronage movement within the range of plus or minus 2% is not uncommon. March this year also included Easter and very fine weather which may have reduced slightly the need for shorter trips.

2.5.2 **Wheelchair hoist funding**

Wheelchair hoist funding for the 2014/15 period has been allocated and will result in the addition of four wheelchair accessible vehicles to the Total Mobility fleet. Hutt & City Taxis and Wellington Combined Taxi were allocated full funding for the purchase and installation of new wheelchair hoists and a contribution made to the purchase of two new factory modified vehicles for Driving Miss Daisy franchises in Wairarapa and Upper Hutt.

2.5.3 **New transport operator**

We are in the process of engaging Upper Hutt based Golden Oldies Ltd as a Total Mobility approved transport operator. Golden Oldies offer a wheelchair accessible van as part of their three vehicle fleet and operate a companion service on a private hire basis.

2.5.4 **Total Mobility customer satisfaction survey**

Research company Gravitas has been engaged to conduct the annual Total Mobility customer satisfaction survey. Fieldwork is due to start on 9 May 2016 with the draft report due to GWRC on 27 June 2016.

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 on this programme. Progress over the past month includes:

- Data collection for the new transport model has now been completed. Work continues towards building the new model.
- An introductory session for development of the Network Operating Framework process has been held.
- The development of a series of high level design scenarios has begun.
- The first phase of public engagement has been launched. This phase of engagement will focus on defining the problem and understanding what things are most important to people about how the city looks, feels and functions. The information gained from the engagement will be used to feed into a set of guiding principles that will be used to guide the development of scenarios through the remainder of the project. Engagement levels have been good so far. At the 21 April this included:
 - o Website - getwellymoving.co.nz: 5706 visits
 - o Quick web poll: 9290 (about 1450 per question)
 - o Short online survey: 1074 responses
 - o Citizen Panels: WCC Panel 634 responses; GWRC Panel 633 responses
 - o Representative phone survey (750) and on street surveys (800) underway
 - o Meetings: A number held to date with various stakeholders, groups and organisations, more scheduled over coming weeks
 - o Drop in days: scheduled for late April/early May in all parts of the region. Dates are posted on the website, advertised in local papers, and posted on council facebook sites.

3.2 WCC Hutt Road Cycle Path/T2 lane proposal

A submission was prepared in response to recent consultation by Wellington City Council on their proposals for an upgraded pedestrian/cycle path along Hutt Road, including a proposed peak period lane for buses and multi-occupant vehicles only, and new car parking arrangements.

The consultation ran from 16 March to 13 April 2016. The proposals can be viewed on the WCC website here:

<http://cycleways.wellington.govt.nz/where/northern/project-1-ngauranga-to-aotea/route/>

The submission covered points of consistency with existing council policy (contained within the Wellington Regional Land Transport Plan and Regional Public Transport Plan) and minor operational matters.

The key points were:

- GWRC generally support the proposals, which seek to upgrade the existing cycling and pedestrian facilities and to provide priority measures for buses and high occupancy vehicles along Hutt Road.
- A request that WCC review traffic flow data along Hutt Road under the proposed new road layout, to be confident that bus travel times will not be adversely affected by proposed parking in the road corridor outside the proposed hours of operation of the T2/bus lanes.
- A request that further consideration be given to the lane width of the T2/Bus lane to ensure this can safely accommodate cyclists who choose to use the road corridor rather than the upgraded shared path.
- A request that officers work closely with WCC on the proposed bus stop consolidation issues, following public feedback.

A copy of the full submission is on the Portal.

3.3 Other work

NZTA and its consultant Opus met with staff to further develop the SH2 Programme Business Case for the Ngauranga-Te Marua and Te Marua-Masterton corridors. This identified additional alternatives and options that could be jointly or individually delivered by GWRC.

The development of options and alternatives for the port area is continuing as part of the Port Access Programme Business Case. Work has also begun on preparing a refreshed Network Operating Framework for Hutt City, in partnership with NZTA and Hutt City Council.

Initial discussions on the 2018 review of the Regional Land Transport Plan have begun, specifically with regards to timing and scope.

4. Sustainable Transport

GWRC is working with Auckland Transport to develop a carpooling app for Lets Carpool. A request for information on the Government Electronic Tenders Service (GETS) website drew nine responses from national and international companies. Auckland Transport and the Sustainable Transport team made a joint assessment of the preferred options and three companies were shortlisted.

Delivery of cycle skills training continues with training delivered in 17 schools in Term 1. Training was also delivered at four workplaces; NZ Transport Agency, Wellington City Council, Victoria University of Wellington, and the Sustainability Trust. School bookings have now been filled for Term 2 and new instructors have been recruited for training courses. Staff have participated in NZTA's review of the national qualifications for cycle skills training.

Sixty schools participated in this year's promotion of active travel to school. Nearly 2,000 school children entered the Movin' March competition. This involved them tracking their active travel trips over the course of the month. An evaluation of the promotion is underway.

The Sustainable Transport team continues to work with the Public Transport Group on a test of bike racks on buses.

5. **Electric Vehicle Symposium – 27 June**

GWRC and WCC are co-hosting an electric vehicle symposium ‘The Future is Electric’ on 27 June at the Rydges Hotel in Wellington city.

The event will bring international experts from Canada, California, the UK and Norway together with a wide range of New Zealand speakers to discuss accelerating electric vehicle uptake in New Zealand.

Presentations and panel discussions will focus on the challenges and opportunities of electric buses, cars and trucks, the economic, social and environmental benefits of electric vehicles, and the policy, infrastructure, skills and services changes needed to stimulate rapid uptake.

Sponsorship has been secured from EECA, CarBridge, Wellington Electricity, NZTA and the Ministry of Transport.

CarBridge have committed to providing an electric bus and demonstration rides will be provided during the lunch break.

A copy of the program is set out at **Attachment 1** to this paper. Speaker biographies can be viewed on the event website www.thefutureiselectric.co.nz. Promotion of the event has begun.

The Symposium’s objectives are:

- Learn from overseas experience about how to facilitate the adoption of electric vehicle technology in New Zealand, with a focus on the Wellington region
- Promote the opportunities that Electric Vehicles present to Wellingtonians
- Identify the challenges and opportunities of electrifying private, commercial and public transport
- Highlight policy changes (at both local and central government levels) that are required to drive the uptake of electric vehicles throughout the Wellington region
- Inform the development of a regional strategy that articulates how necessary policy, infrastructure and other changes will be addressed going forward
- Information sharing and networking.

6. **Regional Electric Vehicle Working Group**

GWRC convenes the Wellington Region Electric Vehicle Working Group (Working Group), comprising officers from councils in the greater Wellington Region.

The Working Group operates as a coordinating mechanism for the promotion of electronic vehicles (EV) generally, and in relation to the development of charging infrastructure across the region.

To date, two meetings have been held - the first in February and the second in April. Industry stakeholders are invited to attend the meetings, share information and discuss relevant matters.

Two initiatives were progressed by the group over the past 3 months.

1. Supported recommendations made by Christchurch City Council to NZTA re standardising signage relating to EV parking and charging infrastructure.
2. Collaborating on the initial draft of an Electric Vehicle Charging Infrastructure: Guidelines for Local Authorities document is intended to be published by NZTA or LGNZ.

The group's convenor also provides advice relating to electric vehicles to other councils, businesses and organisations in the region.

7. Responses to public participation – 31 March 2016

Ron Beernink, Leah Murphy, Ian Calder, Keith Morris and Dave Wheeler addressed the committee on item 5 on the agenda 'Bikes on Trains'.

A submission from the group was tabled at the meeting. This has been passed on to staff for consideration as part of the bikes on trains policy development process. A commentary on the proposal to provide additional storage capacity for is provided in section 2.2.2(b) of this report.

8. The decision-making process and significance

No decision is being sought in this report.

9. Engagement

Engagement on this matter is unnecessary.

10. 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

Attachment 1 – Event Programme for Electric Vehicle Symposium



8:00AM ARRIVAL & REGISTRATION

9:00AM WELCOME

Celia Wade Brown, Wellington City Mayor

Chris Laidlaw, Greater Wellington Regional Council Chair

9:15AM GOVERNMENT'S FUTURE TRANSPORT VISION

Hon Simon Bridges, Minister of Energy and Resources, Minister of Transport,
Associate Minister for Climate Change Issues

9:30AM THE FUTURE IS ELECTRIC

Malcolm McCulloch, Associate Professor – University of Oxford

Global mega trends – electric vehicles and low emission economies. Applications for businesses – commercial niches within the broad transport transformation. Enabling rapid adoption of revolutionary technologies: ideas, incentives and infrastructure - synchronising supply and demand, lessons for NZ.

10:00AM THE FUTURE IS ELECTRIC

International panellists respond to the keynote speech and discuss developments in their own countries.

Chelsea Sexton, EV Advocate and Advisor – California

David Carley, Senior Advisor – Plugin British Columbia

11:00AM MORNING TEA

11:15AM REALISING AN ELECTRIFIED FUTURE – Meeting challenges and seizing opportunities

Experiences with the current policy and regulatory challenges to EV uptake in New Zealand. Balancing tradeoffs and leveraging partnerships. Developing a planning and investment framework for EVs.

Mike Underhill, Chief Executive – EECA

Greg Skelton, CEO -Wellington Electricity

Martin Matthews, Chief Executive – Ministry of Transport

12:15PM LUNCH & ELECTRIC BUS DEMONSTRATION

1:15PM TRANSFORMATION OF NEW ZEALAND'S BUS FLEETS

The economic, social, health and environmental benefits associated with the electrification of public transport are unquestionable. This presentation will outline the challenges and opportunities inherent to this transformation.

Introduced by GWRC Public Transport portfolio leader and Wellington Regional Transport Committee Chair,

Paul Swain

Mr LIU Xieliang , General Manager, Auto Sales Division, Asia Pacific – BYD Auto Industry Company Limited

Pierre Zivec, Fleet Manager, Transdev Australasia

Malcolm McCulloch, Associate Professor – University of Oxford

2:15PM DRIVING FOR CHANGE – Enabling transition at a local level

Bringing the day's international and national presentations into the current local context, we examine the current state of play across regional NZ, with a focus on development in the Wellington region.

Andy Foster, Councillor – WCC

Sigurd Magnusson, Wellington Region EV Working Group Convenor

Sam Bridgman, Sustainability Specialist, Environment – NZ Post

3:15PM AFTERNOON TEA

3.30PM DRIVING THE TRANSITION: NZ INCENTIVES & INFRASTRUCTURE

Panellists reflect on the current NZ situation and discuss accelerating the roll out of charging infrastructure, fast tracking commercial fleet change and stepping up the adoption of electric vehicles into public transport. The levers central and local government agencies can pull in partnership with the private sector are put under the spotlight.

Gary Nalder, Board Member – Drive Electric (Panel Chair)

Lisa Rossiter, National Manager Strategy – NZTA

Steve West, CEO – Charge Net NZ

Philip Ivanier, Spark Venture Labs

Prof Barry Barton, Waikato University

4:30PM SUMMARY & CLOSING

Re-capping the most salient issues raised throughout the day, the morning's key note speaker reflects on NZ's potential and the work that needs to be done to realise an electrified transport sector.

David Carley, Senior Advisor – Plugin British Columbia

Chris Laidlaw, GWRC Chair

Celia Wade-Brown, Wellington City Mayor

5:00PM Refreshments