

Tawa Community Board Submission on the Draft Wellington Regional Public Transport Plan 2014

The Tawa Community Board submits that:

- We have no view on what type of bus fleet should be used in Wellington City as we are predominantly serviced by rail.

However, we strongly support a bus fleet that has the least impact on the environment.

In considering the environmental impact it must be borne in mind that environment is not just airborne.

Trolley buses have a negative impact by way of wires and cables and create a large RF disturbance. Additionally, they create traffic issues when the electricity is off or the poles leave the cable.

Hybrids use a substantial amount of dangerous materials in manufacturing the batteries and motors. Many countries are now considering the total impact on the environment, both from the materials used in manufacturing and when it comes to dismantling and disposal of the vehicles. We acknowledge that advances are continually being made in this area.

- Tawa has three road crossings over the railway line. At present the schedule creates huge traffic jams when the north and southbound trains are in the same area. At Collins Avenue it is not unusual to see traffic delayed for in excess of five minutes resulting in traffic backing up to the Main Road roundabout. Better scheduling of services is needed.
- We see no benefit to Tawa from the proposal to have different services running between different sets of stations. The gain in service intervals and travel times appears to benefit those from Porirua north.
- Whilst we support electronic ticketing and transferability between services we will be concerned if this results in increased train fares.

We would not wish to see the monthly train pass phased out and believe that a monthly pass in some form should also be available on the bus network. Ideally electronic ticketing should actually reduce fares, given that many unpaid rides arising from overcrowded, delayed trains would become a thing of the past.

- While we appreciate the simplicity of the zone system, and believe there should be fewer zones, we believe that it does not take into account the real cost of each line or the distance travelled.

We believe that the fare structure should include some allowance for the real cost of each service. In this regard, we note that both the Johnsonville line and the Melling line are solely used for urban transport, whereas the Hutt and Kapiti lines are shared with mainstream rail operations meaning that some portion of the maintenance costs are shared with freight and long-haul services.

- We believe that there needs to be real accountability to ensure that services are on time and operators should be penalised for delays. We do accept that some delays are unavoidable: however, we also believe that patrons should be compensated for unreasonable delays.
- We support off peak fares being extended to evenings and weekends. Fares need to create a desire to use the services.

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