

Report 03.567
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Committee Passenger Transport
Author Dave Watson Divisional Manager Transport

Divisional Report

1. Purpose

To provide the Committee with information on a range of transport topics not mentioned elsewhere in the order paper.

2. Financial Performance (Rhona Nicol)

For the two months ended 30 September 2003 the Division is showing an operating surplus of \$437,100 which represents a \$531,000 favourable variance on the budgeted deficit of \$93,900.

Major elements of the \$531,000 favourable variance are as follows:

- The non-implementation of new kick-start services and the cost of kick-start projects coming in below budget - \$187,000 favourable variance
- The delay of the English Electric refurbishment - \$47,000 favourable variance
- The delay in carpark developments until the full cost of the new infrastructure required for the Hutt Valley services are known - \$58,000 favourable variance
- The delay in the Porirua Interchange investigation until the second half of the financial year - \$33,000 favourable variance
- Phasing of the Total Mobility budget not inline with the hoist maintenance and replacement programme - \$96,000 favourable variance
- Estimation of inflation payments in error on bus and trolley contract payments - \$85,000 favourable variance

3. Service Monitoring (Carolyn Lefebvre)

The tables below show the levels of part missed, missed or delayed bus trips for the months of July and August 2003.

In Service Failures Resulting in 11 Minute + Delays		
July-03		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	9	0.04%
Cityline	14	0.75%
Stagecoach	108	0.23%

In Service Failures Resulting in 11 Minute + Delays		
August-03		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	12	0.05%
Cityline	17	0.91%
Stagecoach	67	0.14%

4. Follow up on CCDHB Issues (Dave Watson)

On 18 September Mr Cross and I met Ms Margot Mains and two of her staff to follow up progress on the work streams agreed at the 14 August workshop reported to the Committee last month.

- Joint response to Transfund NZ discussion document on Total Mobility scheme – awaiting release of the discussion document, expected date November
- Linking the Airport Flyer with Wellington Hospital – GWRC officers have discussed this with Stagecoach to no avail, CCDHB to make their own direct approach
- Shuttle bus linking Wellington and Kenepuru Hospitals – GWRC officers see support for this type of service requiring policy debate by the Council, opportunity for debate to be arranged with CCDHB prepared to be present
- Local Kenepuru Hospital bus route and frequency – CCDHB to write to GWRC as part of review of Porirua basin bus services
- Hospital specific service information – GWRC officers to work on a hospital specific timetable and route map early next year. CCDHB to help distribute the timetable/map through hospital outlets

5. Lambton Interchange – Civic Trust Award (Dave Watson)

The Wellington Civic Trust Award for 2003 went to the architect Tony Bartley for Lambton Interchange. A bronze plaque commemorating this will be fitted in an appropriate location in the Terminal One building.

6. ATRF Conference (1-3 October 2003) (Dave Watson)

The ATRF Conference is ongoing as I write this note. I wish to acknowledge Tony Brennan for bidding to have the conference in Wellington, New Zealand, for chairing the organising committee for the conference and presenting a paper at the conference. Crs Shields and McDavitt are chairing a session, as am I. This is the key transport research conference for Australasia and attracts people from all Australian states and New Zealand. Many of the papers have relevance for our own work. A copy of the programme is attached for information (**Attachment 1**).

7. Questions Raised About Communications (Dave Watson)

I understand that there was some discussion at the last Committee meeting over the words “There is nothing to communicate”, under the heading “Communications” in the divisional report.

Generally speaking the divisional report items are a smorgasbord of events or information, each item will often refer to specific actions being taken to publicise that item. In this respect the global “Communications” heading is there to be used to detail any other actions the officers intend to take and clearly this will often be “nothing to communicate”. On reflection, even

though that wording has been used on numerous divisional reports, it would be better to state “There is nothing additional to communicate”.

I was asked also to answer the following three questions:

- (a) Had the divisional report been discussed with the Strategic Communications Manager?
- (b) Had the divisional report been discussed the Division’s Communications Advisor?
- (c) Was the comment justified in light of the Corporate Communications Policy?

My answers are:

- (a) No, there was no discussion of the report. The Corporate Communications Manager has access to the committee order paper prior to the meeting and does raise issues from time to time.
- (b) Yes, the Division’s Marketing and Communications Advisor is a member of the Divisional Manager’s team and as such knows what is going to feature in the Committee order paper. She also takes part in a briefing of the Committee Chairperson prior to Committee meetings to discuss what matters are coming up for discussion.
- (c) Yes, though the words used under the “Communications” heading in the divisional report could be phrased better to provide a clear understanding that these is no additional actions to be taken.

I have discussed the Committee’s concerns with the Corporate Communications Manager and the senior Management Team. The senior Management Team is looking at ways to enhance the resources of the Corporate Communications department so that we will be able to provide an enhanced media communications effort in the future.

8. Wellington Urban Rail Tender Process Suspended (Dave Watson)

The ongoing uncertainty surrounding the ownership of Tranz Rail Limited made it too complicated to continue with the Tranz Metro Wellington tender process started back in July. I consulted with Transfund New Zealand officials regarding their Board’s deadline for completing the tender process. Consequently I wrote to the Board seeking a suspension of that deadline. The Board at their 25 September 2003 meeting agreed to extend, indefinitely, the deadline to complete the tender process. I have advised all tenderers accordingly.

9. Regional Transport Officers Group – Auckland (Carolyn Lefebvre)

Some nine regional councils were represented at the meeting which Transfund also attended and presented on the following:

- **Proposed Bus and Ferry Funding**
Transfund received 24 submissions on the proposed funding scheme, the two main issues raised were complexity of the scheme, and the range of financial assistance rates which Transfund are now addressing. A workshop will be held in November to look at performance indicators.
- **Competitive Pricing Procedures**
A discussion document was distributed detailing proposed changes to the CPP which have yet to be presented to the Transfund board. Some of the proposed changes are longer contract durations, removing maximum contract size and increasing the percentage for service level variations.
- **Total Mobility**
A brief presentation was given covering the review Transfund undertook of Total Mobility with a view to proposing a nationally consistent scheme. GWRC was one of the key respondents to their survey. Funding for Total Mobility is to be ring-fenced, and the new scheme is due to be announced mid/late October with a performance indicator consultation document due to be released to the same timescale.

Other subjects also covered were branding, real time information, New Zealand transport strategy and Rideline.

10. Eastbourne Ferry And Bus Service Review (Karen Richardson/Alex Campbell)

Distribution of consultation brochures on ferry and bus options took place to Eastbourne as planned from the 22 August. Brochures were distributed on buses, the ferry, local library and service centre as to households.

Local residents alerted us to a number of streets that did not receive a brochure as planned. Investigation with the brochure distribution company revealed that the account co-ordinator on this distribution missed out 2 areas on the distribution list, which incorporated 470 households.

They have carried out an internal investigation and changed their processes so that this mistake will not happen again.

As a result the closing date for submissions has been extended from 19 September to the end of October to ensure adequate opportunity for residents to have their say. So far 420 responses have been received out of a population of 4700.

Local media have carried stories advising of the extended submission date.

11. New Fares Structure (Anthony Cross/Karen Richardson)

The fares consultation leaflet (**Attachment 2**) was widely distributed from the beginning of September, on buses, through timetable outlets and by mail to MPs, territorial authorities (including their councillors), schools, residents associations and community organisations.

By 30 September 2003 we had received approximately 1000 responses. Once all the submissions have been entered in the database and analysed we will prepare a preliminary report for councillors to consider in a workshop session prior to a final report to a future meeting of the Committee.

Although we have yet to analyse the numbers, it is clear that a significant majority of the submitters have answered “yes” to the question “Do you support the proposed simplified fare system?” As would be expected, a large proportion of those who answered “no” to this question gave as their reason that their own fare would increase.

The most significant concern arising from the consultation is the proposed increase in the minimum fares in the area which is served by Stagecoach Wellington, particularly for children. The proposed minimum fares are \$1.50 (adults) / \$1.00 (children), compared to the current one section fare of \$1.00 (adults) / 50 cents (children). In other parts of the region the minimum fares are already \$1.50 / 90 cents (Newlands), \$1.40 / 70 cents (Mana), \$1.30 / 70 cents (Cityline Hutt Valley) and \$1.50 / \$1.00 (Tranz Metro and Tranzit Coachlines).

Mr Evan Keay of Island Bay has organised a petition on the subject (**Attachment 3**) for the information of councillors and wishes to address the Committee at its meeting.

12. Petone Station Update (Kevin Grace)

Building of the new station is progressing well. On site the framing is up and detail continues to be added daily. The existing veranda supports have been secured and sandblasted below ground level and work will proceed shortly on upgrading the rest of the veranda structure. During the next four weeks the roof will be added, followed by window frames and cladding. Off site, various metal works such as the new capola are being prepared and will be brought to the job when needed. Also over the next four weeks various civil works will be carried out. These include a resealing of the train platform, and new drainage installed ahead of a new layout for the station forecourt which will include a redesign of the traffic islands opposite Shell Petone to allow for bus access. Over the next two to three weeks buses will use temporary stops already set up by Hutt City, outside the Mobil Station and at the top of Jackson Street on both sides of the road. As soon as the forecourt is completed buses will return to the front of the station. The current completion date for the new station plus surrounds is 16 December this year.

13. Security Patrols (Kevin Grace)

Armourguard patrols continue in nine of our busiest commuter carparks. Recent police statistics show that in the Hutt Valley over the time of the patrols (June, July, August) there has been a marked reduction in unlawful takings (cars stolen), from nine for the same months last year to four this year (1 Waterloo, 1 Petone and 2 Melling). Thefts ex car (car break-ins) are down for the same period from ten last year to five this year (3 Waterloo, 2 Melling).

The police statistics for the Porirua/Tawa carparks cover the year from the January 1 2003 to August 31 2003 and are not broken down into months or types of incidents so are not as useful as the Hutt figures. However these larger numbers still show a reduction in incidents from last year, with Porirua and Paremata carparks showing an almost 50% reduction.

The patrols will continue for the rest of the financial year.

14. Communications

There is nothing additional to communicate.

15. Recommendation

That the report be received.

Report prepared by:



Dave Watson

Divisional Manager Transport

Attachments:

1. Copy of the programme for ATRF Conference
2. Copy of the fares consultation leaflet
3. Copy of petition re new fares structure