



Report **04.20**
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Committee **Passenger Transport**
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Divisional Report

1. Purpose

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

2. Financial Performance (Rhona Nicol)

For the six months ended 31 December 2003 the Division is showing an operating deficit of \$186,736 which represents a \$175,789 favourable variance on the budgeted deficit of \$362,525.

Major elements of the \$175,789 favourable variance are as follows:

- Bus contract price increase, \$88k unfavourable - impact of price increases in the recent tender round. This has been caused by external factors impacting the business of the bus operators.
- Kick-start bus services, \$408k favourable - non-implementation of new kick-start services and the cost of kick-start projects coming in below budget.
- English Electric Refurbishment, \$140k favourable – delay in project.
- Carpark developments, \$84k unfavourable – budget for this has been used to fund the infrastructure for the new Hutt Valley services.
- Petone station, \$40k unfavourable – additional costs incurred for the construction of the new Petone railway station.
- Bus priority measures, \$73k unfavourable – phasing difference between budget and cost of Dixon/Manners Street bus lane.
- Car park and bus shelter maintenance, \$59k unfavourable – additional funding has been requested by the TLAs to maintain the existing facilities.

- Transport model, \$84k unfavourable – phasing difference between budget and costs of the model.
- Promotion and marketing, \$87k unfavourable – additional cost incurred in the following areas: Hutt Valley promotion, system branding and production of new Hutt Valley timetables.
- Access Planning, \$150k favourable – delays and underspends on various projects eg land use strategies, corridor studies and RLTS.

3. Service Monitoring (Carolyn Lefebvre)

The tables below show the levels of part missed, missed or delayed bus trips for the months of October, November and December 2003.

In Service Failures Resulting in 11 Minute + Delays		
October-03		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	11	0.05%
Cityline	46	1.94%
Stagecoach	63	0.14%

In Service Failures Resulting in 11 Minute + Delays		
November-03		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	9	0.05%
Cityline	37	0.15%
Stagecoach	42	0.10%

In Service Failures Resulting in 11 Minute + Delays		
December-03		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	3	0.01%
Cityline	21	0.08%
Stagecoach	51	0.12%

4. Patronage Funding Review (Rhona Nicol)

Patronage revenue of \$2.25m was budgeted for the period July to December 2003. Returns from operators equate to actual patronage revenue of \$2.37m for the 6 months ended 31 December 2003.

Patronage revenue is earned in four categories of measurement

- Increase in passenger boardings in peak period
- Increase in passenger kms in peak period
- Increase in passenger boardings in off peak period
- Increase in passenger kms in off peak period

Increases are measured in relation to the baseline data. The baseline data representing the passenger numbers and kms on the Wellington network for the 99/00 year and agreed by Transfund.

Revenue earned by category is provided in Table 1 below.

Category	Patronage Rate	Patronage Increase	Patronage Increase %	Patronage Revenue (\$s)
Peak Boardings	\$1.05	468,215	6.3%	491,626
Peak Passenger Kms	\$0.17	8,701,486	8.0%	1,479,253
Off Peak Boardings	\$0.15	982,033	15.1%	147,305
Off Peak Passenger Kms	\$0.06	9,119,265	13.7%	547,156
Total				2,665,340
Claim to Transfund				2,369,428
Difference *				(295,912)

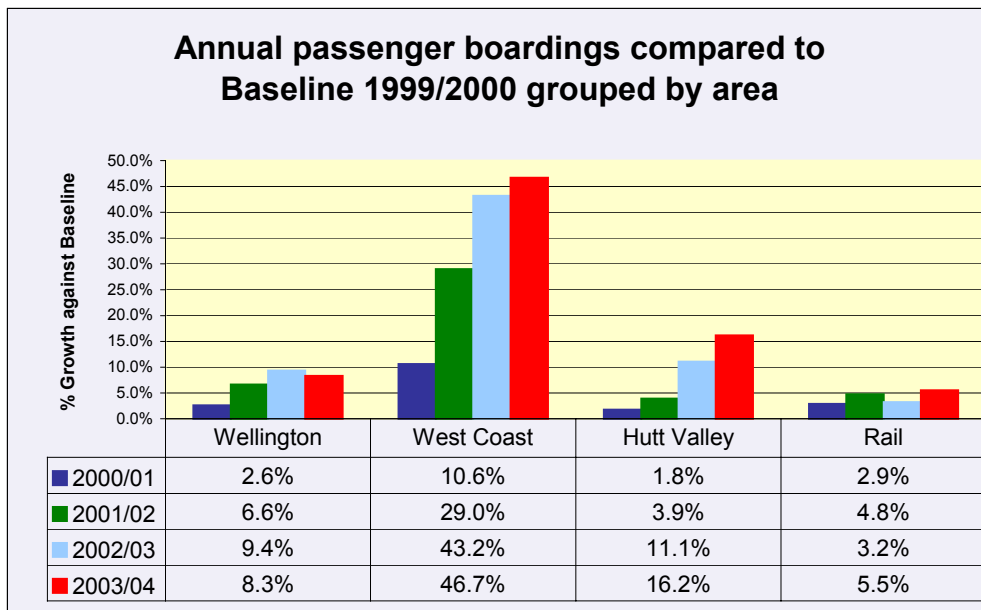
Table 1 – Patronage Revenue for period 01.07.03-31.12.03 as compared to Baseline

* Difference in funding claimed and actual revenue is due to some operator figures not being available at the time of the quarterly claim being made to Transfund. As the claims are made against cumulative patronage figures the shortfall will be recovered in the next quarter.

Category	Patronage Rate	Patronage Increase	Patronage Increase %	Patronage Revenue (\$s)
Peak Boardings	\$1.05	(195,003)	(2.4%)	(204,753)
Peak Passenger Kms	\$0.17	(1,686,948)	(1.4%)	(286,781)
Off Peak Boardings	\$0.15	88,890	1.9%	13,334
Off Peak Passenger Kms	\$0.06	56,425	0.1%	3,386
Total				(474,815)

Table 2 – Patronage Revenue for period 01.07.03-31.12.03 as compared to the same period 2002/03

Patronage percentage increase within the region as compared to the region is provided in graph 1 below.



Attachment 1 to this report provides further trend graphs comparing the patronage data year to date with the baseline data.

5. Holiday Think Piece (Dave Watson)

Attachment 2 – “Holiday Think Piece” – looks at the need to clarify what is meant by sustainable transport. Are we likely to achieve our goal pursuing current policies or is there a need for a more radical approach. This Committee’s involvement in the preparation of the region’s next transport strategy needs to focus on providing policies and programmes that can deliver the outcome we are seeking in the long term.

6. Hutt Valley QPA (Dave Watson)

The first meeting of the Hutt Valley QPA group was held on 11 December 2003 in the Hutt City Council offices. It was a well attended and very useful first meeting. A copy of the notes of the meeting are provided as **attachment 3**.

7. Wellington City QPA (Dave Watson)

Attachment 4 is the notes of the last meeting of the Wellington City QPA held on 27 November 2003. The Wellington City Council are looking at ways to further investigate activity in the city centre at weekends. The possible provision of a free downtown bus service is one idea they wish to pursue. The QPA group are keen to help the City Council develop this idea and others on a practical and realistic basis.

8. Urban Rail Services (Dave Watson)

8.1 The current services

The service delays of last year resulting from speed restrictions being imposed over sections of each line because of potential heat buckling problems are now well in the past. No serious delays have occurred over recent months and none should in the future.

Tranz Metro Wellington have worked hard marketing their services by using key events. The Lord of the Rings premiere was marked with one off Lord of the Rings tickets. It was suggested by train guards that it was the first time in their experience that they had been chased for tickets rather than them doing the chasing.

The sale of the Wellington station to the government has seen Victoria University moving into the western end to consolidate their downtown campus facilities and Tranz Metro Wellington management being located at the eastern end of the building. The previous Tranz Rail decision to relocate train control to Auckland appears to have been rethought since the involvement of Toll Holdings and this activity remains at the station.

8.2 Future relationships

With the Council’s decision to no longer pursue the Joint Venture Company solution as its preferred option, discussions have been ongoing with Toll Holdings regarding the Council’s future involvement with Tranz Metro

Wellington. These discussions have yet to reach a final conclusion though Toll now see themselves continuing as the operator rather than selling the business.

Whatever the future relationship it is clear Tranz Metro Wellington requires major capital investment over the next ten to twelve years to remain a viable urban rail service. The Council has included in its Long Term Council Community Plan the funding necessary to implement the capital programme previously advised by Tranz Metro Wellington. (A copy of this programme was included in the August 2003 Committee agenda and is reproduced again here as **attachment 5**.)

9. Accessible Land Transport Inquiry (Dave Watson)

The next step in the Human Rights Commission's (HRC) inquiry into accessible land transport will be the release of the Commissioner's initial report sometime this month. The Commission then expects to receive submissions and hold hearings during April through to June. We are preparing a substantive submission for consideration by the Committee at the March meeting. As part of our preparation of the submission we held a meeting with Mr Bruce Coleman of the HRC, the project manager, just before Christmas.

Mr Coleman has been researching how other countries handle the access issues and what degree of negotiation or guidance they provide. Mr Coleman recognises the work being done in Wellington and appeared to favour an approach that saw any changes being made in a realistic timeframe.

10. Trolley Bus Contract (Dave Watson)

The change of legislation requires Transfund New Zealand to evaluate future expenditure on a new basis using in particular the five objectives of the New Zealand Transport Strategy. As trolley bus services are more expensive than diesel bus services, in that they have the additional cost of the overhead wiring, it is necessary to demonstrate that trolley bus services meet the new legislative requirements and the Transfund Allocation Process (TAP) evaluation procedures. We are therefore proceeding to make formal application under the new procedures for trolley bus funding. At the same time we are applying for a sole supply procurement procedure for trolley bus services.

Discussions have been held with Wellington City Council staff over the future ownership of the trolley bus overhead. They are working through the options. I expressed the view that legislative change provided some new opportunities and that it was timely for them to consider these even if they reached the conclusion to retain the status quo. I expect they will raise the matter through their political processes early this year.

11. Wairarapa DHB – Transport Report (Dave Watson)

A group representing the Wairarapa DHB, other health associated groups (eg Red Cross, Cancer Society), the aged, consumers of health services have done some work reviewing the transport issues related to access to health services in the Wairarapa. They have produced a report and this has been supplied to this

Council as some of the recommended actions are relevant to our responsibilities. Those actions are:

- That the GWRC review public transport in the Wairarapa much sooner than the proposed 2005 date. Meanwhile, funding from transport reviews of other regional areas should be applied to the Wairarapa (eg provision of accessible buses).
- The GWRC be requested to clarify how they will ensure equity of transport assistance in Wairarapa for people with a disability that have no access to a taxi service.

We have received letters supporting these recommendations. The second recommendation has been answered as the Council's policy on who qualifies for the Total Mobility scheme is well defined. The first recommendation can be met by the Council rearranging its programme of passenger service reviews to bring the Wairarapa review ahead of the Wellington city review. There is no reason why the Council should not do this as part of the annual plan process later this month.

12. Stagecoach Mini Conference - Telemarketing (Dave Watson)

On Wednesday 28 January Stagecoach provided a morning of presentations on telemarketing of public transport in the UK and Auckland, New Zealand. The Auckland work was under the ARC with support from EECA and was part of their "sustainable region" effort while the UK programme was run by Stagecoach as a patronage growth project.

The two approaches were very similar but with different objectives. Stagecoach was after more revenue, the ARC was about less energy use and hence long term urban sustainability. I felt the Stagecoach view was the more honest while the ARC needed to be looking more broadly at the whole urban environment as a small increase in bus patronage today would be easily overtaken by increases in other traffic over the medium term.

Stagecoach are keen to use their UK approach here in New Zealand and are prepared to bring their UK manager of research, that did the presentation, back with the key telemarketing trainer they used to set up a similar scheme here in Wellington.

I believe their UK approach is proven to work and be cost effective. It is easier and cheaper to operate than the smart travel (Perth, Australia) concept that involved visits to individual households. I will be working with Stagecoach to use their expertise to implement their approach on a trial basis later in the year.

13. Hutt Valley Bus Fleet (Carolyn Lefebvre)

We have been advised that Cityline will be receiving new vehicles into the Hutt Valley operation to replace Hinos that are being retired. By the end of January there will be ten MAN 11.190 buses delivered from Auckland which

have been fully refurbished, and two of these have already been painted in the core route colours. These vehicles are super low floor and have an average age of 7-8 years. Over the next financial year Eastbourne buses will also be replaced with 15 new super low floor vehicles and similar seating to that of the “Flyer”.

14. Wainuiomata Services for Tender (Carolyn Lefebvre)

A request for tender for two Wainuiomata contracts (Wainuiomata North and Wainuiomata South) was released on 17 December 2003. The new services that are being tendered offer the following benefits over current contracts:

- More direct service for Wainuiomata South
- Direct service to the Village from Wainuiomata North and Parkway area
- More frequent buses on Sundays
- Evening services For Hine Road and Parkway area
- Service from Wise Street will now connect with trains to Wellington at all times of the day
- Direct service from Wainuiomata North to Gracefield
- More direct services in the evenings – no loop of all of Wainuiomata
- Simpler network. Currently passengers have to use different daytime and evening bus routes.

Tender closing date is 20 February 2004, at which point the cost will be evaluated. Should the cost not be acceptable, some benefits may need to be reviewed. The successful tender will be implemented by mid April to coordinate with Tranz Metro train timetable changes.

15. Porirua and Tawa Service Review Update (Anthony Cross)

Work on the Porirua and Tawa review has slowed due to implementation of the Hutt services and because funding for significant improvements to Porirua services is unlikely to be available in the short term.

In the meantime the re-tendering of contracts for services in Eastern Porirua and Titahi Bay (except route 21 Ascot Park) brought forward alternative tenders which provided for a new Ranui Heights route and consequential changes to the Sievers Grove and Castor Crescent services. These new services commenced on 1 February 2004. The timetable leaflet is attached (**attachment 6**).

A proposals document still needs to be prepared which will outline a route development strategy for Porirua City and Tawa for implementation over the

next 1–2 years as funding permits. The elements of this strategy are likely to be:

- a single core route for all bus routes through Porirua City centre between the railway station and Whitireia Polytechnic, with the exception of routes to and from Whitby
- through routing between Johnsonville and Titahi Bay to enable direct connection between Johnsonville, Tawa and Whitireia Polytechnic and between Titahi Bay and Kenepuru Hospital
- frequency and hours of operation improvements for Whitby and Johnsonville services
- options for development of bus-train interchange at Porirua. We are setting up a process with Porirua City Council to re-evaluate the Mungavin Bridge “clip-on” option alongside others.

16. Eastbourne Review

The report from last year’s market research into the Eastbourne community’s public transport needs and wants is attached for the Committee’s information (**attachment 7**).

17. Communications

There is nothing additional to communicate.

18. Recommendation

That the report be received.

Report prepared by:

Dave Watson

Divisional Manager Transport

Attachments:

- 1 - Trend graphs comparing the patronage data year to date with the baseline data
- 2 – Holiday think piece
- 3 – Notes of Hutt Valley QPA
- 4 – Notes of Wellington City QPA
- 5 – Programme of capital funding
- 6 – Eastern Porirua timetable
- 7 – Eastbourne market research report