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**Committee** Passenger Transport Committee  
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## Transport Information Bulletin

### 1. Purpose

To publicly provide information on transport issues of interest to the Committee.

### 2. Significance of Decision

The matters in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Comment

#### 3.1 The Statistical Reporting Process

For the past ten years or so this report has been named the Divisional Managers Report or the Divisional Report and it has contained a smorgasbord of information on transport trends, visitors to the Division, progress on key projects, financial status of the Division and whatever else officers felt Committee members needed to know.

After discussion with the Committee Chairperson we have decided to take a different approach this triennium. We felt that the information on patronage, operator failures and the like needed to be seen as trend data. We took as our example the very professional looking RLTS Annual Monitoring Report. This collects data on an annual basis and shows the trend. We thought that the Passenger Transport Monitoring Report could be produced quarterly as part of the normal quarterly financial reporting sequence.

These would therefore be four reports a year in February, May, August and November. We expect the first few reports to be less sophisticated than the RLTS AMR but would hope to reach that quality in time.

We will be required in 2005/06 to provide quarterly and annual reporting on passenger transport performance for Land Transport New Zealand. Our quarterly reports to the Committee should at least cover these elements. The

annual report in August covering the previous financial year should also include reporting on the Annual Plan and LTCCP outcomes.

We see these quarterly reports evolving over time with Councillors deciding what information requirements they have and these being incorporated into the reporting process.

Because Committee meeting dates will not always match with the quarterly time period the reports themselves will be circulated through the Councillor Bulletin system as they are produced.

We look forward to your feedback once you start receiving these new formal reports.

### **3.2 The Christmas Think Sentence**

Unlike last year I have had little time to write a Christmas think piece. My time has been almost entirely consumed by all the actions associated with the urban rail process. However one never stops thinking and reflecting on what is happening in transport.

The Towards Sustainable Transport Conference in November got me thinking about how most people don't change their views but try to shoe horn them into the emerging new paradigms. Most of the Conference speakers took the stance that what they were doing and thinking yesterday fit very well with the Sustainable Transport theme of the conference. I came away thinking that very few of the current transport practitioners understood the concept of sustainability but were already well rehearsed in the language associated with it. We have a long way to go to move thinking in this new direction.

The New Zealand Transport Strategy, though not a strategy, does anchor down five transport objectives that if pursued together take us towards the sustainability goal. Government has underwritten these objectives by cementing them into the Land Transport Management Act. The government agencies are, blindly, only moving forward if to do so is in keeping with the objectives. This in itself is shifting the culture, but still most in my views are lost as they have no understanding of where this will lead them. Only by further debate through industry conferences can we ever expect to get a full understanding of this important outcome.

For Councillors the task is to ensure the Council's long term vision expressed through the next Long Term Council Community Plan fully captures the concepts of a sustainable land transport system.

### **3.3 A Transport Tour**

It is usual to have at least one transport familiarisation tour in a triennium. We will organise such a tour in the next two months. It is never possible to visit all sites of interest in a day so we will have to be selective. The Chairperson and I think that this first transport tour should cover the Western Corridor issues, as this is very topical. We could then have a further two years in subsequent years to cover the Hutt Corridor and then the Wellington Corridor.

### **3.4 Trolley Buses**

The Trolley bus contract with Stagecoach Wellington has been rollover to 31<sup>st</sup> July 2005. GWRC officers are working with John Bolland from Booz Allen Hamilton to produce a formal funding application to LTNZ for the continuation of the Trolley Bus network within Wellington. The intention is for the application to go to the LTNZ March Board for decision.

### **3.5 Ferry Tender**

Prior to release of the proposed Petone - Wellington ferry contract, work is being completed on the following documents: Standard Conditions of Contract, Instructions for Tenders, and Vessel Quality Standards for Urban Passenger Ferries. Testing of the vessel standards has been completed and revision of this document is now in progress. A legal review of the Standard Conditions of Contract is still to be carried out. This revision has been necessary due to the fact that previously, the documents mentioned above related specifically to land based transport contracts only.

The contract tender will be released in March with a proposed service start date of September 2005.

## **4. Communications**

There is nothing additional to communicate.

## **5. Recommendation**

*That the report be received.*

Report prepared by:

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