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If calling please ask for: Des Darroch

In reply please quote: E/6/19/1

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27 July 2001

Passenger Transport Committee

Order Paper for meeting to be held in the
Council Chamber, The Regional Council Centre,
142-146 Wakefield Street, Wellington, on:

**Thursday, 2 August 2001
Following the Special Regional
Council Meeting**

Membership of Committee

Cr McDavitt (Chairperson)

Cr Allen

Cr Buchanan

Cr Macaskill

Cr Shields

Cr Bonner

Cr Gibson

Cr McQueen

Cr Turver

Also in attendance

Cr Foster (Wellington City Council)

***Recommendations in reports are not to be construed
as Council policy until adopted by Council***

Passenger Transport Committee

Order Paper for Meeting to be held on 2 August 2001

Public Business

Procedural Items

1. Apologies
2. Public Participation
3. Confirmation of Minutes of 3 May 2001, the public excluded part to remain in public excluded **Report 01.317**
Report PE 01.318

Matters for Decision

4. Lambton Bus/Rail Interchange **Report 01.490**
5. Bay Express – Tranz Scenic Service **Report 01.516**
6. Bus Priority: Wellington City **Report 01.551**

Matters for Information

7. Public Transport Update **Report 01.563**
8. Patronage Baseline Data, Patronage Growth and Patronage Funding **Report 01.491**
9. Divisional Manager's Report – August 2001 **Report 01.492**
10. Current Status of Passenger Transport Infrastructure Projects **Report 01.257**
11. Questions
12. General
13. Exclusion of the Public **Report 01.556**

Public Excluded Business

Matter for Decision

14. Contract 1198: Real Time Information System Results of Tender **Report PE 01.502**

Matter for Information

15. Tranz Metro Wellington Sale Issues and 2001/02 Contract Negotiations **Report PE 01.545**



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Report 01.568

2 August 2001

File: E/6/19/2

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Report of the Meeting of the Passenger Transport Committee held in the Wellington Regional Council Chamber, The Regional Council Centre, 142-146 Wakefield Street, Wellington on Thursday, 2 August 2001 at 12.15pm

**Matters for Council Decision are shown in bold type and enclosed in a box.
*Matters for Information of Council are in italic type.***

Present

Councillors McDavitt (Chairperson), Bonner, Buchanan, Macaskill, McQueen, Shields and Turver

Also Present

Councillors Shaw and Thomas

Officers Present

Messrs Brennand, Cross, Darroch, Grace, and Dr Watson

Public Business

Procedural Items

PT 179 **Apologies**

Resolved

(Cr McDavitt/Cr McQueen)

That the apologies from Councillors Allen and Gibson, be confirmed.

PT 180 **Public Participation**

Steve Ritchie, Representing Residents of Holborn Drive and Manor Drive, Stokes Valley

Mr Ritchie said over 600 residents in Stokes Valley were calling for increases in bus services. Residents have been asking for these services for over nine months and had been rejected. While Stokes Valley was being overlooked Eastbourne with nearly half the population was getting 31.4% more buses.

Councillor McDavitt said the Regional Council was putting together a Hutt Bus Review which would be available within the next three months. There were historical reasons for the bus services to Eastbourne including a private company operation over many years.

Other Matters

New Timetables

Councillor Shields said she was pleased the new bus and train timetables had been issued, however, elderly citizens said the small print in some brochures was unreadable.

Presentations

Dr Watson said as Councillors Bonner, McQueen and Macaskill had announced they were not standing at the forthcoming elections in October he would like to present a gift to each member.

The Committee acknowledged each presentation by acclamation.

Councillor Bonner thanked Dr Watson and said she had enjoyed her six years as a Regional Councillor.

Councillor McQueen said he had enjoyed the Regional Council very much and with a lifelong interest in transport matters had found membership of the Passenger Transport Committee very worthwhile.

Councillor Macaskill said he had enjoyed immensely the Regional Council and will especially miss his association with transport which commenced in 1981.

Reconvened Meeting

Councillor McDavitt said members had agreed the meeting will now adjourn and reconvene on 6 August 2001 at 9.30am. Councillor Shields and Councillor Foster apologised for their non-attendance at the reconvened meeting.

The meeting adjourned at 12.35pm.

The meeting reconvened on Monday 6 August 2001 at 9.30am

Present

Councillors McDavitt (Chairperson), Bonner, Buchanan, Gibson, Macaskill, McQueen and Turver

Officers Present

Messrs Brennand, Cross, Darroch, Grace, Leonard, Ms McLachlan, Sargent, Waddington and Dr Watson

Public Business

Procedural Items

PT 179 **Apologies**

Resolved (Cr McDavitt/Cr McQueen)

That the apologies from Councillors Allen and Shields and Councillor Foster, Wellington City Council, be confirmed.

PT 181 **Confirmation of Minutes**

Resolved (Cr Bonner/Cr Buchanan)

That the minutes of the meeting held on 3 May 2001, Report 01.317 and Report PE 01.318, be confirmed, the public excluded part to remain in public excluded.

Matters Arising

Councillor Gibson asked whether the minutes of the Special Passenger Transport Committee held on 20 February 2001 had been confirmed.

Mr Darroch, Senior Committee Secretary, said he would investigate.

Matters for Decision

PT 182 **Lambton Bus/Rail Interchange**

Report 01.490 File: TP/6/4/1

Resolved (Cr Buchanan/Cr Turver)

- (1) *That this report be received.*
- (2) *That the Transfund Board be asked to reconsider its decision to require the Regional Council to forgo \$2.738 million of future patronage growth funding resulting from construction of the Lambton Bus/Rail Interchange.*
- (3) *That the Chairperson of Council and the Chairperson and Deputy Chairperson of the Passenger Transport Committee request an urgent meeting with the Transfund New Zealand Board seeking an early resolution of the Board's decision to capitalise patronage funding payments to pay for the Lambton Bus/Rail Interchange..*
- (4) *That in noting the letter to the Hon Mark Gosche, Minister of Transport, from the Auckland Regional Council, dated 2 August 2001, that the Wellington Regional Council write to the Minister of Transport asking that the Minister be involved with the Transfund New Zealand Board supporting a change to the Board's 'policy on this matter.*

PT 183 Bay Express – Tranz Scenic Service

Report 01.516

File: T/11/2

Resolved

(Cr Buchanan/Cr McQueen)

- (1)
 - (a) *That the Bay Express Tranz Scenic service may cease operation in two to three months time be noted; and*
 - (b) *That it be noted that West Coast Rail is preparing a business case to quantify the annual funding support it would need to continue the Bay Express Service.*
- (2) *That the Wellington Regional Council does not support any funding to Bay Express.*

Matter for Information

PT184 Public Transport Update

Report 01.563

File: T/10/1/1

Resolved

(Cr McDavitt/Cr McQueen)

That the report be received.

Matters for Decision

PT 185 Bus Priority: Wellington City

Report 01.551

File: TP/6/1/2

Councillor Macaskill arrived at 11.10am.

Resolved

(Cr McDavitt/Cr Gibson)

- (1) *That the Committee works with Wellington City Council, at both political and officer level, toward recognition of and solutions toward improved traffic management within the Wellington CBD;*
- (2) *Notes that there is a need for both Councils to recognise the role of RLTS and the role of the respective Councils in implementing the proposed changes;*
- (3) *That the Committee invites Wellington City Council to implement these bus priority measures through their district roading programme to fulfil the policy objectives of the RLTS;*
- (4) *That the Committee receives the recommendations in the Tim Kelly report.*

PT186 **Patronage Baseline Data, Patronage Growth and Patronage Funding**

Report 01.491

File: T/2/11/8

Resolved

(Cr Buchanan/Cr McQueen)

That the report be received.

Resolved

(Cr Turver/Cr McQueen)

That an effort be made to identify funding to market and promote the dramatic increase in Passenger Transport.

Matters for Information

PT187 **Divisional Manager's Report – August 2001**

Report 01.492

File: E/6/19/3

A copy of the Transport Division Operating Statement for year ended 30 January 2001 was circulated.

Resolved

(Cr Turver/Cr McQueen)

That the report be received.

PT188 **Current Status of Passenger Transport Infrastructure Projects**

Report 01.257

File: T/8/1/1

*Resolved**(Cr McDavitt/Cr Buchanan)**That the report be received for information.*

PT189

Questions**Lambton Harbour Interchange**

Councillor Gibson asked about the amount of funding for the Lambton Harbour Interchange and its components.

Dr Watson said the funding was \$10.8 million made up of contributions from Reserves, Transfund and Ratepayers. Dr Watson said he would provide the information in detail.

PT190

General**(1) Marketing Conference**

Councillors McDavitt and Turver reported on a Transport Marketing Conference they had recently attended in Auckland.

The Conference had been interesting and would add to the ideas under consideration by the Regional Council

(2) Response to the Review of the Regional Land Transport Committee**Report 01.575**

File: E/6/11/4

Councillor McDavitt referred to the above supplementary item which had been distributed prior to the meeting.

*Resolved**(Cr McDavitt/Cr McQueen)**That Report 01.575 be received.***(3) Minutes of Last Meeting Before Election**

Mr Darroch said that the Chairperson and General Manager were responsible for confirming the accuracy of the minutes of the last meeting prior to the election. A copy will be circulated in the Councillors' Bulletin before final signature.

PT191

Exclusion of the Public**Report 01.556***Resolved**(Cr McDavitt/Cr McQueen)*

That the public be excluded from the following part of the proceedings of this meeting namely:

- (1) *Contract 1198: Real Time Information System Results of Tender*
- (2) *Tranz Metro Wellington Sale Issues and 2001/02 Contract Negotiation*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of Reason for passing Ground under section 48(1) for each matter to be this resolution in the passing of this resolution considered: relation to each

- | | | |
|--|--|--|
| (1) <i>Contract 1198: Real Time Information System Results of Tender</i> | <i>Because of the need to carry on negotiations (including commercial confidentiality)</i> | <i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist (ie to preserve commercial confidentiality).</i> |
| (2) <i>Tranz Metro Wellington Sale Issues and 2001/02 Contract Negotiation</i> | <i>Because of the need to carry on negotiations (including commercial)</i> | <i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist (ie to carry on commercial negotiations).</i> |

This resolution is made in reliance on section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act, or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

Wellington Regional Council (1) and (2)

The open part of the meeting closed at 12.35pm.

T J McDAVITT
Chairperson

Date:

Wellington Regional Council – 23 August 2001

To be moved:

**That the report of the meeting of the Passenger Transport Committee held 2 August 2001
Items PT 179 to PT191 inclusive be received.**



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Report 01.490

5 July 2001

File: TP/6/4/1

(01.490_djw.doc)

Report to the Passenger Transport Committee
By Dr D J Watson, Divisional Manager Transport

Lambton Bus/Rail Interchange

1. Purpose

To keep the Committee informed of progress on the construction of the Lambton Bus/Rail Interchange. To advise the Committee of the funding arrangements for the project.

2. Background

The 29 May 2001 Policy and Financial Committee Report 01.324 "Wellington Lambton Interchange" was the last update on the project.

3. Recent Progress

i) The Project

Attachment 1 is a copy of the latest Lambton Interchange report to the Wellington City Council Transport and Infrastructure Committee.

ii) The Funding

Attachment 2 is a copy of a letter addressed to both the City and Regional Councils, detailing the decision of the Transfund New Zealand Board, regarding the ATR application, made at their meeting on 21 June 2001.

Committee members should note that this funding relates only to the station forecourt/Bunny Street, pedestrian subway and bus terminal elements of the project, total cost \$8,060,000. The pedestrian canopies and the bus priority elements have been applied for as a Kick Start project and a local roading project. These elements of the project will only proceed if the Transfund funding is forthcoming.

4. **Comment**

The Transfund New Zealand Board does not allow double-dipping, that is, the funding they provide should purchase the road user benefits provided by the project once only. The Patronage Funding Scheme if applied to the additional passengers the project is estimated to attract would contravene that policy. To overcome this difficulty I agreed (**attachment 3**) that the patronage growth that the project actually generates will need to be captured separately from growth due to other initiatives, such as Kick Start projects, and the funding generated by that growth, upto a figure of \$2.738 million in present value terms, would not be claimed. Transfund staff have suggested that my letter is insufficient for them to release the capital funding to Wellington City.

If the pedestrian canopies do quantify as Kick-Start projects, all indications are that they will, then they will attract Kick-Start funding of some \$1.3 million and any future patronage growth will also attract Transfund funding. This will be a somewhat bizarre outcome.

If the project had been funded prior to the advent of the patronage funding scheme it would have attracted more Transfund support overall than now appears to be the case with the patronage scheme in place. This seems to be an unexpected consequence of a government policy designed to encourage passenger transport patronage growth. Similar concerns are being expressed in Auckland over the funding of the Britomart project. All parties expect government will make changes within the next twelve months that will change the method of funding for public transport infrastructure projects. Transfund offices suggest that the Council should agree to the present proposed arrangements on the basis that they will be reviewed once government policy changes. Whatever is the finally agreed process should apply across the country. Auckland, Hamilton and Wellington should have their interchanges funded under the same rules. Transfund should call all these parties together to resolve this issue. At the time of writing Transfund offices were reluctant to do this.

5. **Communication**

There is nothing to be communicated at this time.

6. Recommendation

1. *That this report be received.*
2. *That the Transfund Board be asked to reconsider its decision to require the Regional Council to forgo \$2.378 million of future patronage growth funding resulting from construction of the Lambton Bus/Rail Interchange.*

Report prepared by:



DAVE WATSON
Divisional Manager, Transport

- Attachment 1: Lambton Interchange report to the Wellington City Council
Attachment 2: Letter from Pieter Burghout, Transfund New Zealand
Attachment 3: Letter from Dave Watson, WRC to Pieter Burghout, Transfund New Zealand

LAMBTON TRANSPORT TERMINAL – INFORMATION BRIEF

1. PURPOSE OF REPORT

To inform the Committee on the progress made in planning and implementing improvements to the Transport Terminal including Lambton bus station, Wellington Railway Station forecourt, Bunny Street and provision of pedestrian canopies between the Transport Terminal and Central Business District.

2. RECOMMENDATIONS

1. *THAT the information be received.*
2. *THAT the Committee approves the draw down of loan funding for:*
 - a) *The construction of terminal buildings one and two including the operational area and landscaping. The budget sum is \$6,500,000*
 - b) *The enabling work to re-route buses on Lambton Quay from Stout Street. The budget sum is \$394,000*
 - c) *The pedestrian shelter programme. The budget sum is \$1,100,000*

3. STRATEGIC FIT

KAA BUILT ENVIRONMENT

1.2 Network City

Wellington is easy to get around, pedestrian friendly and has a highly interconnected street system.

KAA TRANSPORT

8.1 Transport Effectiveness

A well planned/comprehensive transport network supports a compact and highly liveable city where people move about easily and safely.

8.2 Transport Accessibility

Transport options enable people to easily fulfil their work and lifestyle requirements.

8.3 Transport Efficiency

Efficient transport contributes to the economic viability/growth of the city.

8.4 Transport Sustainability

Transport solutions ensure the wise use of resources and cater for the long term needs of the community.

4. ANNUAL PLAN PROJECT REFERENCE

N/A – Relates to loan funding which is met by the Wellington Regional Council through passenger transport service level improvement payments.

5. FINANCIAL IMPLICATIONS

Council is responsible for raising a loan to fund the proposed works and is to enter into a service agreement with the Wellington Regional Council which will cover the cost of raising and servicing the loan. The Wellington Regional Council will meet future maintenance costs. It is therefore expected that the financial impact on Council will be nil.

6. TREATY OF WAITANGI IMPLICATIONS

There are no Treaty issues involved.

7. CONSULTATION

Consultation has been carried out with the Wellington Regional Council, Stagecoach, TranzRail, Historic Places Trust and Wellington Tenth Trust. The scheme has been peer reviewed by architects, urban designers and transport consultants to ensure all aspects of the design are functional and operationally efficient.

8. MONITORING

N/A

9. BACKGROUND

Council approved proposals for the development of the Lambton Transport Terminal in September 1999. This included the redevelopment of the present terminal site and surrounding area.

The project is made up of the following main components:

- Lambton Terminal upgrade - \$6,500,000
- Railway Station Forecourt pedestrian upgrade - \$1,150,000
- CBD pedestrian shelter programme - \$2,250,000

The work carried out to date was programmed to accommodate Victoria University's development plans and timetable. Their preliminary work involved the construction of a new lecture theatre, which was completed in February 2001.

The project is to be funded by Wellington City Council taking out a loan (up to \$10 million). The Regional Council will then re-imburse Wellington City Council by payment of a series of passenger service improvement grants. This will cover all Wellington City costs including, loan set-up, interest and capital repayments on the loan. To date Regional Council has paid \$1,651,000 with a commitment to pay a further \$761,000 per year for the next nine years. This funding arrangement is required because current law does not allow Regional Councils to directly own public transport infrastructure. Council approved the loan facility in December 1999. However the draw down of the loan is subject to specific considerations and approval of individual elements of the overall project by Committee.

While the Regional Council is committed to funding the project they are also reliant on elements of the project gaining Transfund subsidy. Booz-Allen & Hamilton (NZ) Ltd prepared an economic assessment of the project for the Regional Council. This was submitted to Transfund for approval.

While there has been a considerable delay in getting approval from Transfund, final approval was given in the National Rooding Programme announced on 21 June 2001 to fund elements of the improvements to Bunny Street, Railway Station forecourt pedestrian environment and the Transport Terminal. This assures a further \$2.778million of the project is funded. The CBD pedestrian shelter programme is still under consideration by Transfund and it is anticipated it will also be funded. Funding approval for the shelters has no impact on implementing the rest of the project.

Individual elements of the project approved by Transport & Infrastructure Committee to date include:

Approval in August 2000 for work to be carried out in:

- Stout Street to widen the footpath so as to accommodate pedestrian canopies and temporary bus operations
- Bunny Street (west) to accommodate the temporary bus station
- Bunny Street (east) to traffic calm and to produce a pedestrian friendly street.
- Featherston Street to reconfigure the carriageway and relocate underground services to accommodate the proposed terminal operational area boundary
- Featherston Street to accommodate the construction of the southern covered walkway from the subway

Further to this, approval was granted in December 2000 to carry out the following work:

- Upgrade the Railway Station forecourt to improve pedestrian amenities including shelters and waiting areas for taxis, shuttle buses and the City Circular
- Clear the terminal site ready for construction.

10. UPDATE

An update on the progress made with the project to date is as follows:

- Widening Stout Street footpath is complete. Pedestrian canopies are still to be manufactured and installed using the "Evo" design concept. These are expected in August or once funding is approved by Transfund. The area provides for the temporary set down of passengers.
- Bunny Street (Featherston to Lambton Quay) has been established as a temporary bus station for passenger pick-up. This will be in place until the completion of the new terminal area, which is expected to be in February/March 2001.
- Featherston Street kerblines have been changed to accommodate the new terminal operating area. Lane markings have been changed to improve the efficiency of traffic movement through this area.
- Featherston Street subway access: -Work is complete on the first stage of the subway. This is the area from the railway station doors to the covered way alongside Featherston Street. This provides access to the south from the subway and links well with the temporary Bunny Street pick up. Long term it provides covered pedestrian access to the city via Stout Street.
- Bunny Street (Featherston to Waterloo Quay): -Work on Bunny Street traffic calming and pedestrian improvements is complete. The overall result calms traffic in the street giving greater priority to pedestrians and provides for cyclists without inhibiting the movement of vehicles.
- Railway Station Forecourt: -Work is complete on the Railway Forecourt. However the provision of shelters on the radial arms from the front of the Station are yet to be installed. These will also provide cover for patrons waiting for taxis, shuttle buses and the city circular bus on each side of the Railway Station.
- Site Clearance:- The site for the Terminal Building has been cleared and the foundation excavation is underway.

11. PROPOSED WORK PROGRAMME

11.1 Transport Terminal

Committee agreed final architectural sketch plans for the terminal buildings on 8 December 2000. Copies of these plans are shown in the appendix. More detailed plans and a model will be available at the meeting for Committee members. The plans show waiting and drop off facilities to provide for passengers using bus services starting and terminating at the Transport Terminal. Provision is also made for through services to and from the north (e.g. Hutt Valley, Khandallah, etc). The main facility to the north east of Rutherford House will cater for up to 200 waiting passengers who will leave via two platforms destined for city-wide locations ranging from Karori to Kilbirnie. The waiting area will be glazed and enclosed with automatic doors opening for passengers to

load onto buses. Northbound services will be catered for by a new building on the western side of Lambton Quay incorporating the upgrading to the existing underpass steps.

The first stage of upgrading the subway, which links both waiting areas to the railway station, has commenced construction. It includes improved lighting, with enhanced natural lighting being achieved by further opening up the existing subway. Surface areas have been re-paved from the side of the railway station concourse to the new Featherston Street ramp. This will continue through to the northbound waiting shelter. Better pedestrian access has been provided at either end of the subway and the new ramp on the western edge of Featherston Street is almost completed. This provides all weather protection to the temporary bus station and provides a future covered link to shelters along Stout Street. Walls and ceilings will be relined. Security surveillance and panic stations will be installed. The capacity to provide real-time bus timetable information will also be incorporated into the overall design.

Plans for the terminal buildings have now been detailed, working drawings produced, schedules of quantities prepared, and tender documents have gone out to Tenderers.

Land ownership issues are resolved to a point where they do not affect the construction timetable. But final resolution of land costs is yet to be determined although these look favourable for Council.

All resource consent issues have been addressed for the terminal. The design has been peer reviewed by architects, urban designers and transport consultants and their views incorporated as appropriate. Features previously seen as important by Committee members have been retained or added such as escalators and lifts. Other ideas and views expressed at the December Committee have also been considered and incorporated in the final design where possible.

Tenders have been called and close on 16 July. These will be evaluated and the contract awarded to the successful complying tenderer. The budget estimate for this work is \$6,500,000. Approval is now sought to have funds released for this work.

11.2 Shelters Programme

Routes where pedestrian cover will be provided as part of a strategy to improve pedestrian protection have been identified. These are shown on the plan in the appendix. The approach taken is not to cover every footpath into the city with a glass tunnel, but to strategically place weather protection on the most exposed stretches of city street and particularly at intersections where pedestrians congregate waiting to cross the road. Four levels of pedestrian protection and cover are proposed which will provide pedestrians with a choice. These are:

- Level 1 Minimal protection for fine days when people prefer to walk in the open.
- Level 2 Strategic cover on exposed stretches of street and at corners where pedestrians have to wait.
- Level 3 A largely covered route.

Level 4 A fully covered route.

Routes identified and the proposed level of cover are:

1. Railway station forecourt: central area - level 1, edges - level 3
2. Waterloo Quay (west side): level 4
3. Featherston street (east side) Bunny to Whitmore: level 4
4. Stout Street (west side) Bunny to Whitmore: level 4
5. Lambton Quay (west side): level 2
6. Featherston Street (west side) Mulgrave to Bunny: level 4

Three different designs will be utilised to provide these various levels of cover. The most comprehensive cover will be in the vicinity of the Lambton Bus Terminal either side of the subway and will be built in glass on all sides. The next level is the "Evo" type shelter similar to that used in Cambridge Terrace at the top of Courtenay Place. The third level is the pocket umbrella shelter predominantly employed at exposed street corners to protect waiting pedestrians. The final result will be a good urban design mix. That is an aesthetically pleasing structure which fits well with any corner geometry, blends well with surrounding buildings and affords pedestrians the best protection without compromising safety.

The budget estimate for this work is \$2.25 million. However half the cost of the programme is covered by funds already approved for the Railway Station Forecourt, Stout Street portions of the work and identified in the terminal building costs above. The balance of the work is therefore \$1.1 million. Approval is now sought to have the balance of the funds released for this work.

11.3 Bus Priority

As part of the redesign of the Transport Terminal, it is planned to route all buses along Lambton Quay for both north and south bound travel. This requires new overhead wiring to be erected in Lambton Quay to allow buses to travel north. Also, inherent in this change is the need to reorganise the use of the western kerb line from north of Paris restaurant to Bowen Street.

It is proposed that the footpath be widened in this area to accommodate new Adshel bus shelters for north and west bound buses. By accommodating the shelters on a widened footpath the useable width of the footpath can be maintained. The shelters will provide more protection for waiting patrons, making the use of public transport more attractive.

The extended footpath will also provide more space for pedestrians during peak periods. Linking this work with the introduction of bus shelters on Lambton Quay will ensure a high standard finish. It is proposed that the kerb be built out using materials compatible with the BNZ end of Lambton Quay. This will fit with the proposed upgrade of other bus stops along Lambton Quay as part of the Adshel shelter programme and allows for ongoing improvements in the future.

Early approval of this work will allow a start to the installation of trolley bus poles and lighting columns on the extended footpaths. It requires as much lead-time as possible because of the limited availability of skilled construction resources. The proposal for

Adshel bus shelters will go through the normal consultation with local retailers and property owners to. This consultation will be carried out once an overall package for Lambton Quay has been worked through and information prepared for all parties to view and consider.

The proposed widened footpath and bus priority lane is shown in the appendix.

The provision of a bus priority lane will also provide an opportunity to improve the streetscape in Lambton Quay outside Parliament between Bowen Street and Molesworth Street. This work will fit with the strategy for Inner City Greening and further enhance this important precinct. Work here will also complement future work on Bunny Street (Lambton Quay to Featherston Street) and give continuity to the wider area including the railway forecourt.

A bus priority lane approaching from the north is also proposed and is accommodated along the central median on Thorndon Quay. This will provide more efficient access to the terminal area and improve on the reliability of bus arrival times particularly in the morning peak. The introduction of the southbound bus lane will be done in conjunction with the addition of a cycle lane, and together with pedestrian crossing improvements at the start of the bus lane near Moore Street. The budget estimate for this work is \$394,000. Additional money will come from the various projects co-ordinated with this work such as Adshel shelter programme, cycle lane and pedestrian crossing improvements. Approval is now sought to have funds released for this work.

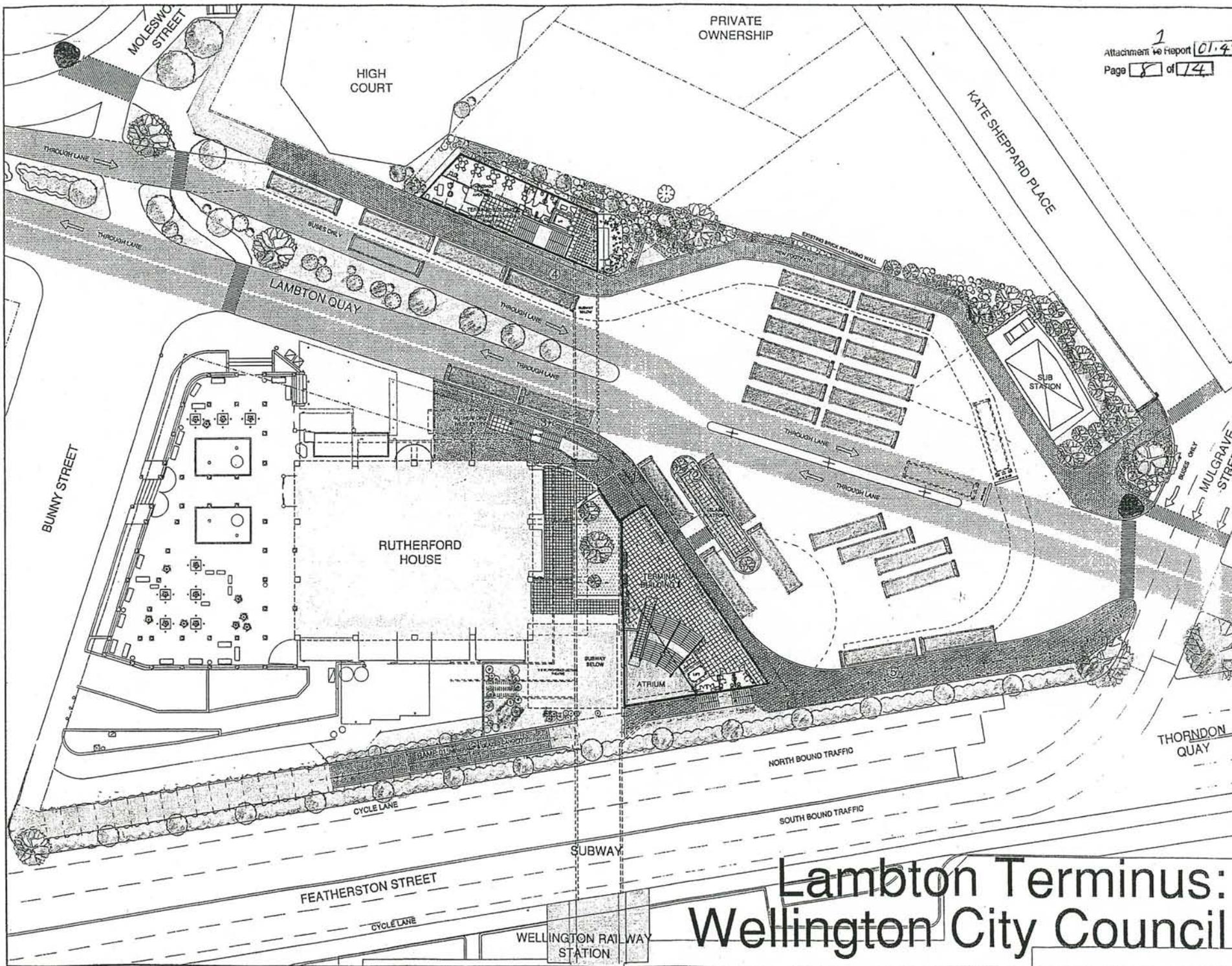
12. CONCLUSION

Work is progressing well on the three components of the Transport Terminal project:

1. Lambton Terminal upgrade
2. Railway Station forecourt pedestrian upgrade
3. CBD pedestrian shelter programme

Approval is now sought from the Committee to release funding for the last stage of the works. This is for the terminal buildings, pedestrian canopies and bus priority work on Lambton Quay.

Report prepared by: Stephen Harte



PRIVATE OWNERSHIP

HIGH COURT

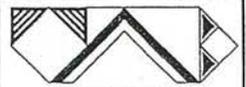
Attachment to Report 01.450
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CONTRACTORS TO:
 Verify all dimensions on site before commencing any work.
 Refer to figured dimensions.
 Report all discrepancies to drawing office.

R13	Revision to general layout	NF	02/01
R12	Minor revisions	DBP	02/01
R11	Update to Ruth, west added	NF	02/01
R10	Rutherford paving, footpath & traffic flow all, sign lower del.	DBP	12/00
R9	Terminal building 2 reconfig.	NF	11/00
R8	Terminal buildings 1 & 2 reconfig. T.Z. ramp del, new lifts	DBP	10/00
R7	New terminal 1 & ramp config	DBP	08/00
R6	Terminal 2, Rutherford west entry covered ways 1 & 2, footpath, platform island all altered	DBP	07/00
R5	Drawing resumed at R5	DBP	05/00
R4	General reconfig. to survey, Covered way structure, 2 grid, Terminal 1 columns altered	DBP	04/00
R3	Terminal Building 1 relocated	DBP	02/00
R2	Atrium, island, north ramp canopy & traffic flows altered	DBP	02/00
R1	Atrium, aspicter, traffic flows altered	DBP	02/00
N.O.	REVISION DETAILS		BY DATE

KEY
 (S) = BUS PLATFORM 5.



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DESIGN	BARTLEY/DBP
DRAWN	DBP/NF
CHECKED	AJB
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DATE	MAR 00

JOB TITLE
 LAMBTON TERMINUS
 FOR WELLINGTON CITY COUNCIL

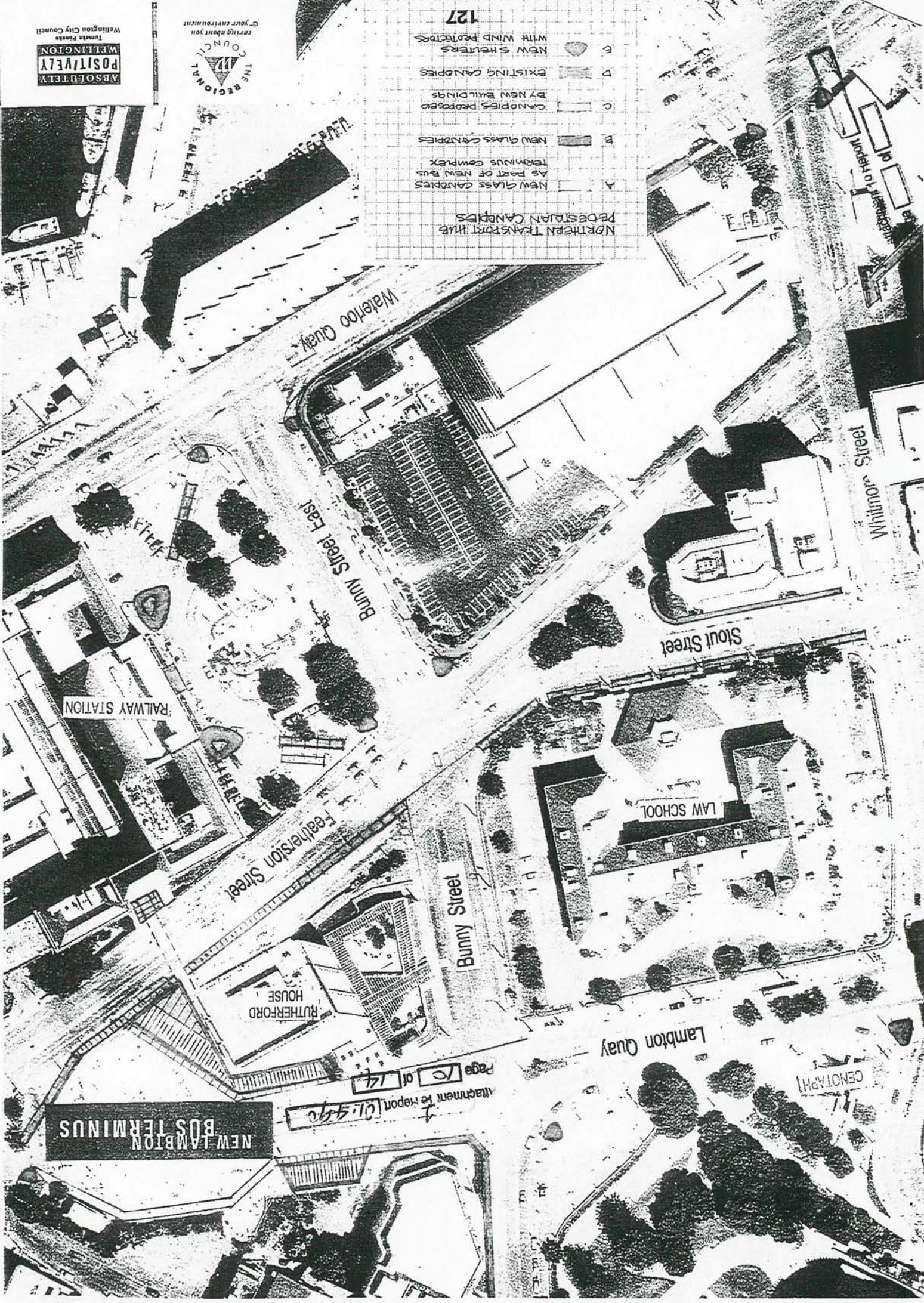
DRAWING TITLE
 PROPOSED SITE PLAN
 ROAD LEVEL
 REVISED LAYOUT

AutoCAD	L197	Rev_P01 - Lambton	P5101R13
DRAWN SCALE	1 : 250	REVISION	R1.3
JOB NUMBER	98/157/1	CODE	PS
		DRAWING NO.	101

Lambton Terminus: Wellington City Council

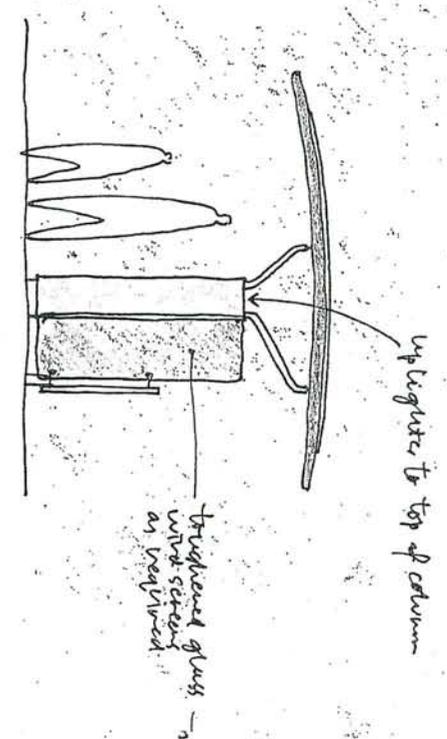
- A New glass canopies as part of new bus terminus complex
- B New glass canopies
- C Canopies proposed by new buildings
- D Existing canopies
- E New shelters with wind protectors

NEW GLASS CANOPIES
 PEDESTRIAN CANOPIES
 NORTHEN TRANSPORT HUB

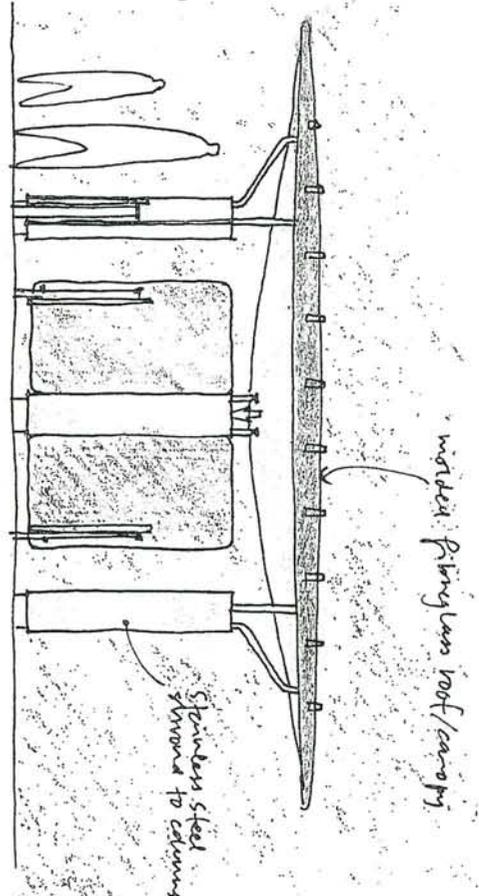


NEW LAMBTON BUS TERMINUS

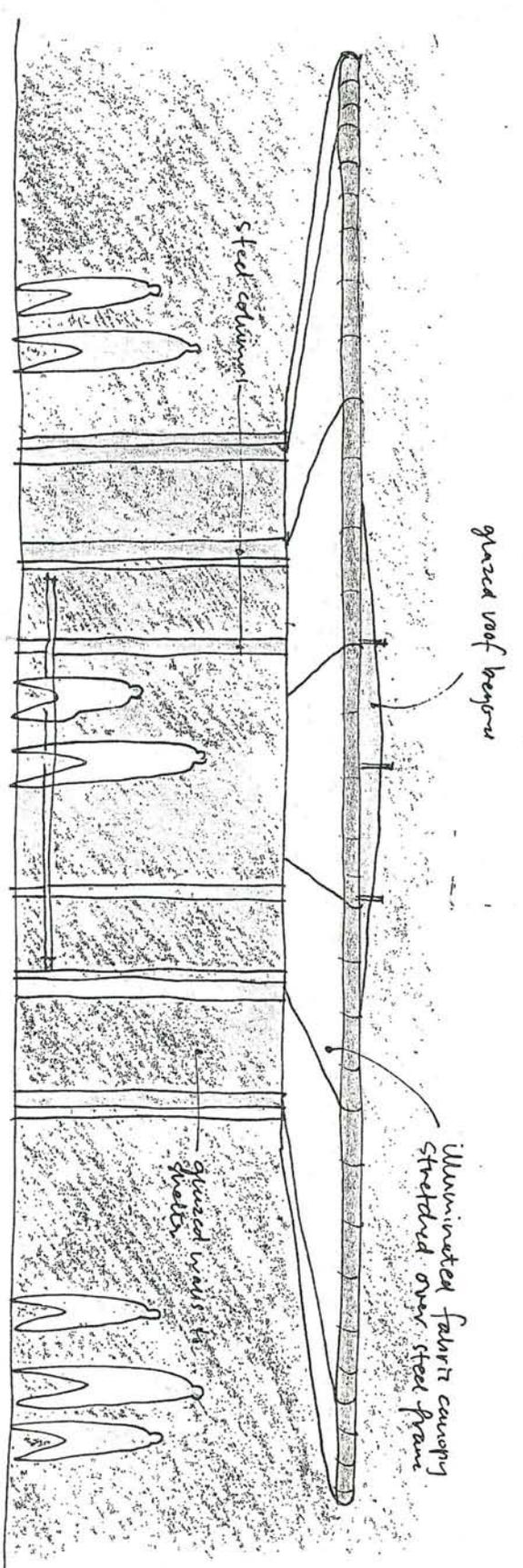
Attachment to report 21.544
 Page 10 of 14



elevation: small street corner canopy
 1:50 @ A3



elevation: large street corner canopy
 1:50 @ A3



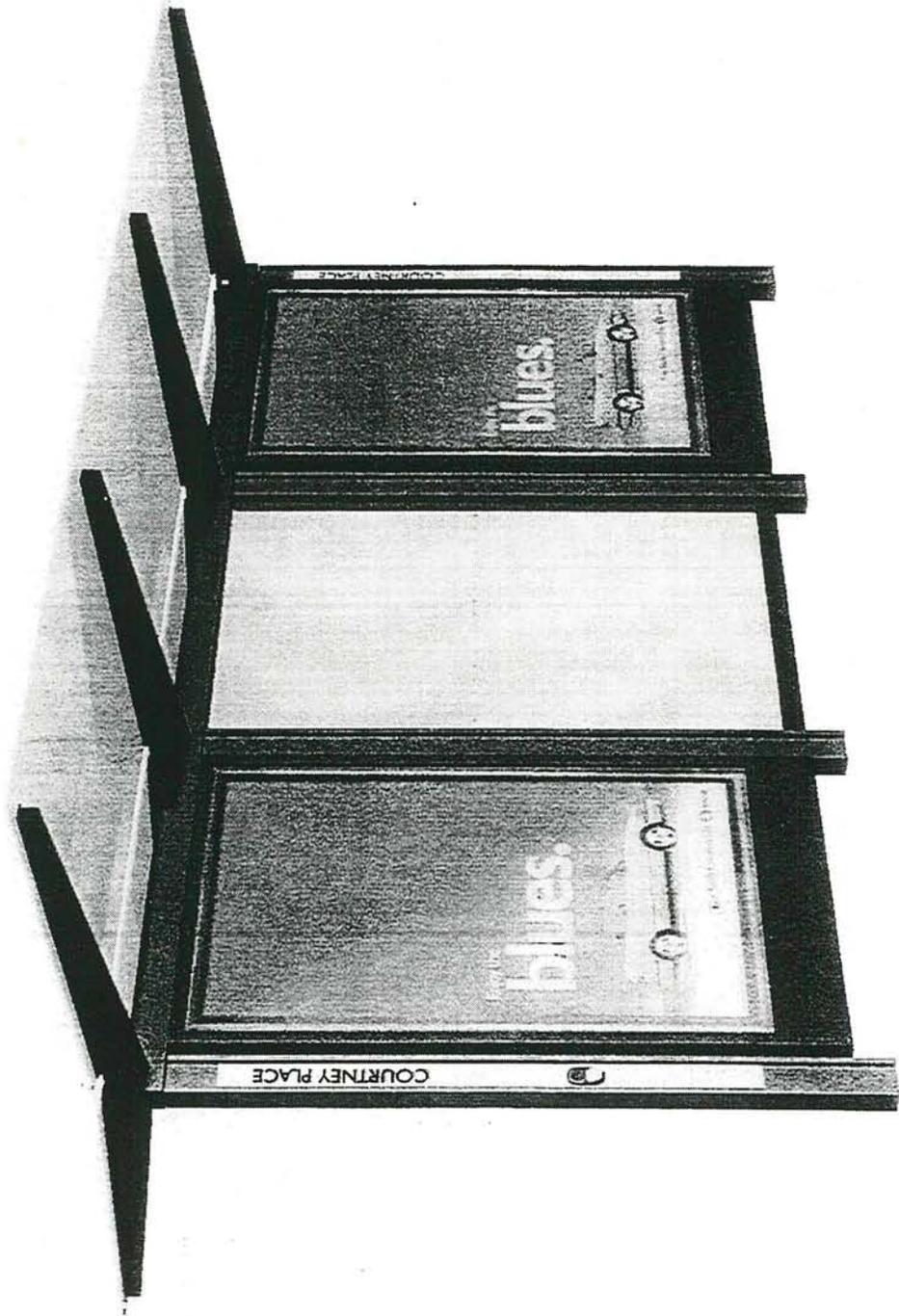
elevation: railway station canopy
 1:50 @ A3

wellington city council
 railway station and street corner canopies / screens

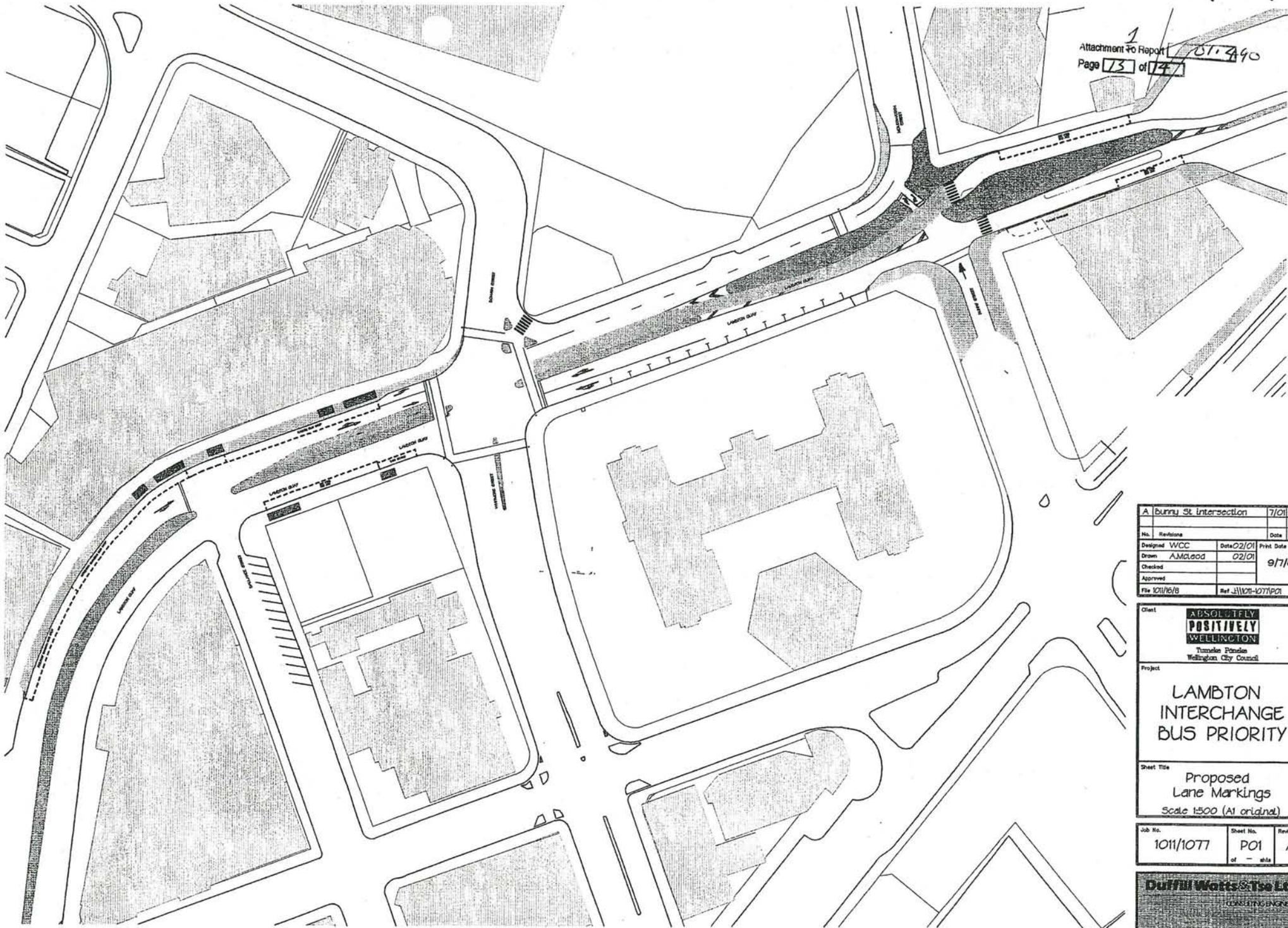
A3 / 28.06.01 / 06
 june 2001
 00.042



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 PO box 6219
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EVO PEDESTRIAN I



A Bunny St Intersection		7/01
No.	Revisions	Date
Designed	WCC	Date 02/01
Drawn	A.McLeod	02/01
Checked		9/7/01
Approved		
File	1011/06/B	Ref. J1101-1077/P01

Client
ABSOLUTELY POSITIVELY WELLINGTON
 Timarua Pānui Wellington City Council

Project
LAMBTON INTERCHANGE BUS PRIORITY

Sheet Title
 Proposed Lane Markings
 Scale 1:500 (A1 original)

Job No.	Sheet No.	Revision
1011/1077	P01	A
	of - sheets	

Duffell Watts & The Ltd
 CONSULTING ENGINEERS

1
Attachment to Report C1.4
Page 14 of 14



JOINS SHEET P01

No.	Revisions	Date	Appvd
Designed	WCC	02/01	
Drawn	AJMcLeod	02/01	
Checked			5/04/01
Approved			
File	1011/1077	Ref	A1011-1077/P02

Client
ABSOLUTE POSITIVELY WELLINGTON
Turner Pōneke Wellington City Council

Project
LAMBTON INTERCHANGE BUS PRIORITY

Sheet Title
Proposed Lane Markings
Scale 1:500 (A1 original)

Job No.	Sheet No.	Revision
1011/1077	P02	-
	of - sheets	

Design Works & The Ltd
100 RANGIWAHIA DRIVE
WELLINGTON



Wellington Regional Council
03 JUL 2001

FILE REF:	
TP	6/4/1
NAME	Int/Date
T. Brennan	
TO ACTION:	

National Office
Level 3, BP House
20 Customhouse Quay
PO Box 2331, Wellington
New Zealand
Phone +64 (4) 473 0220
Fax +64 (4) 499 0733
Website www.transfund.govt.nz

28 June 2001

Ref 789-01

Tony Brennan
Manager, Transport Policy
Wellington Regional Council
PO Box 11-646
Wellington

Steve Harte
Manager, Roding and Transportation
Wellington City Council
PO Box 2199
Wellington

Dear Tony

Wellington Interchange Funding

Thank you for your letter of 21 June to Ian Hunter concerning the funding of the Wellington Transport Interchange.

We are pleased to advise that the Transfund Board, at its meeting of 21 June, approved in principle ATR financial assistance from the 2000/2001 National Roding Programme of up to \$2.778 million to the Wellington City Council towards the Wellington Transport Interchange. The approved amount of financial assistance is based on Transfund's review of the Wellington Interchange project (the project) dated 18 April 2001.

The Transfund Board's approval is conditional on the Wellington City and Wellington Regional Councils agreeing how the approved project funding should be allocated between them to ensure that Transfund does not 'double fund' benefits that would otherwise be paid for under patronage funding.

We disagree with the Wellington Regional Council's position that the issue of double funding does not arise on the grounds that the project is "essentially an upgrade of existing infrastructure". The ATR evaluation on which Transfund's financial assistance has been calculated includes benefits to both existing and new public transport users, as well as benefits to road users. The project is forecast to attract an additional 100,000 public transport passengers in its opening year, and over it's economic life to generate patronage funding payments of \$2.738 million in present value terms. Transfund policy precludes it from paying this amount both to Wellington City as ATR financial assistance, and to the Wellington Regional Council as future patronage funding.

69162

Therefore, before Transfund could pay any of the \$2.778 million ATR financial assistance to Wellington City, the Wellington Regional Council needs to propose a mechanism that reduces Transfund's future patronage funding liability by \$2.738 million in present value terms. We look forward to discussing with you the options for ensuring that available Transfund funding can best meet regional passenger transport requirements.

Yours sincerely



Pieter Burghout
Planning and Evaluation Manager



Bob Alkema
Operations Manager

File No. TP/6/4/1
Interchange040701_DJW.doc

24 July 2001

Mr Burghout
Planning and Evaluation Manager
Transfund New Zealand
PO Box 2331
WELLINGTON

Attention also: Bob Alkema

Dear Pieter and Bob

Wellington Interchange Funding

I respond to your letter of 28 June 2001 (ref: 789-01). On behalf of the Wellington Regional Council I agree to enter into an arrangement that takes account of actual patronage growth generated by the completion of the Wellington Lambton Interchange so as to act in accordance with the Transfund Board policy on double funding. This will allow you to release (to Wellington City) the capital funding for the interchange project in accordance with your letter and your normal funding procedures.

I will write to you again shortly setting out, in detail, our proposed approach to achieve your required outcome. It must be recognised that the ATR evaluation assumed a conservative estimate of the value of the public's willingness to pay for amenity benefits. Our expectation, over time, is that there will be a higher patronage growth as a result. It will also be necessary to ensure that we capture actual growth relating to this project, not growth resulting from, for example, Kick Start projects on the same network of services.

Once I have got my proposal to you I suggest it may be necessary to get together to sign off on the various processes it will contain so that there is no doubt about how the calculation of patronage growth will be measured. I assume no patronage calculation is necessary until the project has reached the state of practical completion, which should now be around February 2002.

Yours sincerely

DAVE WATSON

Divisional Manager, Transport

CC: Steve Harte, Wellington City Council



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Report 01.516

13 July 2001

File: T/11/2/1
[01.516_djw.doc]

Report to the Passenger Transport Committee
By Dr D J Watson, Divisional Manager Transport

Bay Express - Tranz Scenic Service

1. Purpose

To advise the committee of the current status of the Wellington to Napier, Bay Express rail service and to propose what action, if any, the Council needs to consider.

2. Background

Tranz Rail has announced that West Coast Rail (WCR) is their preferred purchaser of the Tranz Scenic long distance passenger rail business. WCR have only bought some of the Tranz Scenic services. In the Wellington Region they have acquired the day and night services between Wellington and Auckland as well as the Capital Connection from Palmerston North, they will not be running the Bay Express. This later service will continue to be operated by Tranz Rail for the next two to three months. WCR would then take over the service if it was paid about \$300,000 a year. WCR suggest that after about three years the service should again be commercial.

WCR attended a meeting here in Wellington organised by Sue Kedgley, MP, on Thursday 28 June 2001. (**Attachment 1** is a note taken of the meeting).

A meeting was held in Napier, convened by the Mayor of Napier, on 9 July 2001. Councillor Macaskill was invited to it but could not attend.

At this meeting WCR agreed to provide, within two weeks, a business plan for the Bay Express so that further discussions could be held.

3. **Comment**

Conversations with a number of people at the recent Bus and Coach conference suggest that:

1. the complete network of Tranz Scenic services were previously contributing to the bottom line of Tranz Rail and were sustainable over the long term;
2. West Coast Rail are to pay over the going rate to purchase some of the Tranz Scenic services.

This is exactly the outcome that the Council is keen to ensure does *not* occur with the Tranz Metro Wellington sale process. If it did what is currently being proposed to preserve some elements of Tranz Scenic, an additional annual cash injection of about \$2 million, would be multiplied several times for Tranz Metro. Tranz Rail Limited would be the winner and the community would be left funding the sale for the second time in ten years.

The benefits of the Bay Express to the Wellington Regional Community are very limited. It has no urban commuter role. Newmans operate a comparable bus service between the two areas. The service may have some tourist value though this appears limited based on the apparent numbers travelling.

The government has pointed local Councils to the funding for passenger transport available through Transfund New Zealand. It is difficult to envisage how Transfund could provide funding for this service as currently Transfund needs every case to be related to road user benefits.

Perhaps some of the issues raised above will be clarified by the promised business plan and any analysis resulting from it.

The Committee may wish to await that process before coming to a final conclusion.

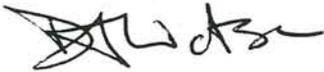
4. **Communication**

The Tranz Scenic services not purchased by WCR are receiving significant publicity and there appears to be growing support for their retention. The concerns expressed above about the community again funding the sale of part of Tranz Rail need to be voiced.

5. Recommendation

1. *That the Committee note:*
 - (a) *that the Bay Express Tranz Scenic service may cease operation in two to three months time; and*
 - (b) *that West Coast Rail is preparing a business case to quantify the annual funding support it would need to continue the Bay Express Service.*
2. *That the Committee consider whether to contribute any funding support to the Bay Express, along with the other Regional Councils affected, once the promised business case is available.*

Report prepared by:



DAVE WATSON
Divisional Manager, Transport

Attachment 1: Notes from meeting with West Coast Rail

Notes from Meeting with West Coast Rail held on Thursday 28 June 2001 at 6:30pm

Present – Gary McDonald
Don Gibson } West Coast Rail

Sue Kedgley MP

Roland Sapsford

Mayor Jill White (Palmerston North)

Cr Macaskill

Cr Gibson

Cr McQueen } WRC

Cr McDavitt

Mr Stone

Dr Watson

Mr McDonald explained what WCR has bought and what the situation was with other Tranz Scenic services. Main points were:

- TranzRail has retained an interest in the Tranz Scenic business.
- There is a three month transfer process.
- The Capital Connection will continue to operate as is, with the current upgraded rolling stock. The service is expected to be further improved.
- The following Tranz Scenic services will continue to be operated by Tranz Rail for three months but need to attract annual funding from another service for the coming three years if they are to be taken over by WCR.
 - The Southerner (annual funding required \$4-600,000)
 - Bay Express (annual funding required \$2-300,000)
 - Gyserland Express (annual funding required \$6-700,000)
- WCR has bought all Tranz Scenic carriages, 25 BR cars for refurbishment and the Silver Fern cars, plus some locomotives which need overhaul (only ten locomotives are in working order).
- They would need to buy two locomotives for the Bay Express, second-hand at \$1.5 million.
- WCR head office will be in the Wellington Station.
- Suburban stations stay with Tranz Rail but many others now owned by WCR. (List of stations to be sent to us shortly).

- WCR purchased contract business.
- Currently WCR operate a 267 km rail service between Melbourne and Warrnambool as a franchise operator. Features are:
- Three trains a day.
- Patronage risen from 276,000 to 460,000.
- Started in 1993.
- Franchised to 2004 then new franchise to 2009 on the market.
- Operate steam engines at tourist periods.
- WCR not connected with CONNEX.
- Have access agreement with Tranz Rail to the track (not prepared to disclose price of access).
- Tranz Rail will maintain track to 100km per hour standard.

A discussion took place between those present about the Bay Express.

Sue Kedgley stated that she understood funding could be obtained through Transfund (as an ATR) or from the Regional Development Fund.

If any action was going to be taken it needed to be done within the next month to provide some certainty to WCR.

All Councils along the route would need to support action being taken and make a joint request for funding.

Stuart Macaskill pointed out that this was not an urban service and may therefore be outside the legal mandate of Regional Councils.

WCR were asked if they could supply more details on the current cost of the service and revenue, so that a reasoned case could be established.

West Coast Rail concluded by stating:

- they needed a 'yes or no' answer to the funding question;
- that they were interested in being involved in the urban services but not on their own;
- that they were here for the long haul as they had bought services, not a franchise like in Australia;
- they would visit the Regional Council next week.



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COPY

Report 01.551

25 July 2001

File: TP/6/1/2

[01.551_awb.doc]

Report to the Passenger Transport Committee
By Tony Brennand, Manager, Transport Policy

Bus Priority: Wellington City

1. Purpose

To present to the Committee further attractive bus priority schemes for the Wellington CBD and to raise the issue of the limited progress by Wellington City Council in implementing bus priority schemes.

2. Background

For some years now it has been recognised that bus travel in Wellington City has become detrimentally impeded by other traffic. Recent Regional Land Transport Strategies have acknowledged that if bus travel is to be attractive in Wellington City then bus priority measures would need to be introduced.

Under policy 4.1.2 of the 1993-1998 Regional Land Transport Strategy the following statement is made,

“ A series of bus lanes, bus priority measures at signal controlled intersections and bus only streets will be developed in key locations. ”

In the discussion that follows Wellington City Council is identified as the key implementing agent.

Policy A3 of the Wellington Regional Land Transport Strategy 1996-2001 states,

“ Develop bus priority measures. ”

The current Regional Land Transport Strategy 1999-2004 says in policy 1.1.4

“Enhance the quality, reliability and priority of public transport facilities and services.”

Also in the section on the Ngauranga to Wellington CBD corridor plan of the current Regional Land Transport Strategy,

“Bus services caught up in road congestion” is identified as an issue.

“Improve bus priority through CBD traffic” is identified as a project into the up to 2004 period.

Wellington City Council, Wellington Regional Council and Stagecoach Wellington Ltd are signatories to the Quality Partnership agreement 1998-2002. In section 6.2 *“Priority for Public Transport”* of the Quality Partnership agreement the following statement is made,

“Wellington City Council undertakes to institute measures, which will reduce average bus journey times over the term of this Quality Partnership and to monitor their effectiveness. This will mean the implementation of bus priority measures such as bus only lanes, traffic light pre-emption for buses and the construction of more in lane bus stops.”

3. Comment

Tim Kelly Transportation Planning Limited have produced a report *“Bus Priority Wellington CBD”*. A presentation of the findings of this report will be provided at the Committee meeting. In particular a number of worthwhile schemes have been identified that should be implemented.

A copy of the report’s conclusions and recommendations are provided in **Attachment 1**. A copy of a letter of support for the report’s findings from Stagecoach New Zealand Ltd is provided in **Attachment 2**.

The greatest concern with all these projects is the track record of Wellington City Council in implementing such worthwhile projects. Over several years many worthwhile bus priority and other projects have been generated that Wellington City Council has been unable to implement. These projects include the Karori bus lane proposal, the Manners Street bus lane proposal, the Lambton Quay bus lane extension and a selection of bus priority projects shown in **Attachment 3** which were presented to the Committee at its November 1999 meeting. Wellington City Council have not managed to implement any of these projects despite agreeing to and despite Wellington Regional Council offering to fund the local authority share of their cost.

This problem was the subject of a submission to the Wellington City Council’s Annual Plan 2001/02 written on behalf of Wellington Regional Council by Councillor McDavitt. A copy of this submission is provided in **Attachment 4**.

This submission suggested that the City Council's inability to implement bus priority measures is indicative of a wider problem of the City Council meeting its responsibilities as an implementing agency. Councillor McDavitt's conclusion is that there is "*a gap between the rhetoric and the reality of City Council performance in transport planning and public transport support in particular.*"

It is useful to consider the statutory obligations of Wellington City Council in respect to the Regional Land Transport Strategy given that successive Regional Land Transport Strategies have given strong and clear expression of the need to institute bus priority measures in Wellington City.

The relevant legislation is section 42H of the Transit New Zealand Act which deals with District Roding Programmes. Without compliance with this section it would be illegal for Transfund New Zealand to fund a District Roding Programme.

The most frequently cited is subsection (6),

" A district roding programme shall not be inconsistent with any national land transport strategy, or any relevant regional land transport strategy that is in force at the time of preparation of the programme."

Unless there is any conflict with a Regional Land Transport Strategy this requirement is reasonable easy to satisfy.

However sub sections (2)(d) and (7) of section 42 H put more onerous requirements on District Roding Programmes.

Sub section (2)(d) requires of a District Roding Programme,

"State how each output and capital project complies with the relevant regional land transport strategy."

and subsection (7) says,

"A district roding programme shall implement any regional land transport strategy having effect in respect of that district, unless the implementing of that strategy is clearly impracticable."

These subsections send strong signals of demonstrable compliance with the Regional Land Transport Strategy and a requirement to implement the strategy unless it is impracticable to do so.

In the case of the number of bus priority schemes that have not been implemented by Wellington City Council there appears to be no evidence that the schemes are clearly impracticable.

The Committee needs to consider the additional bus priority projects set out in the Tim Kelly proposals. If the Committee adopts these projects then it would be appropriate to seek their inclusion in Wellington City Councils' future district roding programmes. This might best be achieved through a meeting between officers of each Council. At that meeting the City Council would also be asked for some rational why existing bus priority projects are not being progressed. Any response would need to be reported to the Regional Land Transport Committee as that Committee has sought an

explanation of the limited introduction of bus priority measures in Wellington City. Unfortunately, continued lack of progress on these bus priority projects could test the meaning of section 42 H (7) of the Transport Act as failure to meet these requirements could invalidate the City's Roothing Programme which could mean Transfund New Zealand might not be permitted to fund the programme. This possibility needs to be raised with Transfund New Zealand and Wellington City Council officials. Wellington City might rightfully respond by declaring the projects impractical or seeking a change to the Regional Land Transport Strategy.

4. Communication

A press release could be issued expressing Wellington Regional Council's concern at the lack of progress by Wellington City Council in implementing bus priority measures as required by the Regional Land Transport Strategy.

5. Recommendation

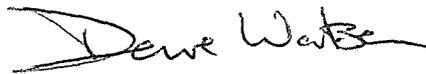
- (i) *That the Committee adopt the recommendations of the Tim Kelly report for additional bus priority measures in Wellington City;*
- (ii) *That the Committee recommend to Wellington City Council the implementation of these bus priority measures through their district roading programme to fulfil the policy objectives of the RLTS;*
- (iii) *That the Chairman of the Passenger Transport Committee raise the issue of lack of Progress in implementing bus priority measures with the chairman of the Wellington City Council Infrastructure Committee.*

Report prepared by:



TONY BRENNAND
Manager, Transport Policy

Approved for submission by:



DAVE WATSON
Divisional Manager, Transport

Attachment 1: Wellington CBD; Bus Priority Review

Attachment 2: Stagecoach New Zealand Bus Priorities, Wellington CBD

Attachment 3: New Projects for the Minor Passenger Transport Infrastructure List

Attachment 4: Submission on Wellington City Council Draft Annual Plan 2001/02

6 Conclusions and Recommendations

6.1 Conclusions

Buses in central Wellington are being subject to increasingly levels of delay and travel time variability due to rising volumes of general traffic and the number of bus vehicles operating through the area. Bus travel between Courtenay Place and the Railway Station, a journey timetabled as 10 – 15 minutes, may take up to 28 minutes in the evening peak period.

Uncertainty with respect to the arrival time of a bus service is cited by bus passengers as an important issue, and one which acts against the general objective of both city and regional councils to increase the patronage of public transport services.

Current initiatives to improve the reliability of bus service times are concentrated in areas on the edge of the central area, for example the Hutt Road and Chaytor Street, where there is little inconvenience to other road users and costs are low due to the availability of space. In contrast, bus priority measures in the critical central areas have generally not met funding requirements due to low or negative net benefits (when additional congestion to other road users is evaluated) and the lack of space for the provision of separate running lanes for buses.

A critical review of the operation of bus network in the central area has identified two isolated improvements, in the Hunter and Mercer Street areas, which would lead to some reductions in delays experienced by buses. Analysis has shown that these are feasible from both engineering and economic perspectives.

In the central area there is little scope for further measures which would have any significant impact on the movement of buses. More radical proposals to free the CBD area of extraneous traffic have not been advanced because of a fear of an adverse reaction from the public and the retail sector. It is now appropriate to determine the importance the community places upon accessibility for the private car to the central area, public transport services, pedestrian accessibility and levels of environmental amenity in order to give a mandate for change.

6.2 Recommendations

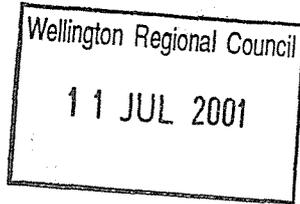
It is recommended that;

- the Lambton Quay / Featherston Street / Hunter Street improvement which has been evaluated should proceed to detailed design and implementation
- the Willis Street / Mercer Street improvement which has been evaluated should proceed to detailed design, subject to an assessment of the potential benefits arising from the application of localised bus pre-emption in this area

- the proposal for a southbound median bus lane on Thorndon Quay, identified in the BAH report, should now be investigated further in the light of more certainty with respect to the bus terminus layout and the movement of the Newlands/Mana buses
- the separate benefits associated with the provision of a separate bus phase at the Cuba Street pedestrian crossing on Dixon Street should be identified to determine if this project is worthwhile on its own
- the use of localised bus pre-emption on the Golden Mile using inductive loops should be investigated as a short term measure
- the introduction of full bus pre-emption on the Golden Mile using transponders fitted to buses should be taken forward to more detailed evaluation
- the available traffic modelling tools should be used to assess opportunities for the removal of extraneous traffic from the central area between Courtenay Place and Lambton Quay (co-ordinate with the 'aggressive' public transport scenarios to be evaluated as part of the current Wellington CBD Corridor Study)
- the criteria which are implicitly used to set traffic signal timings and which hence determine relative priorities within the CBD area should be reviewed and alternatives evaluated
- the costs and benefits associated with northbound bus running from the Courtenay Place / Taranaki Street intersection through Manners Mall should be assessed
- opportunities for a reduction in the number of bus vehicles running through the central area (whilst maintaining capacity) should be reviewed with bus operators
- a greater emphasis should be placed upon the 'intangible' benefits of bus priority projects; this will require work to identify and evaluate such benefits
- WCC and WRC should work more closely together to ensure the achievement of improved operating conditions for public transport; this may require a review of the current 'Quality Partnership Agreement' arrangement.

Wellington City Transport Limited
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6 July 2001



2
Attachment To Report 07-551
Page 1 of 2

FILE REF:	
TP/6/1/2	
NAME	Int/Date
T. Brennan	
TO ACTION:	

Mr Tony Brennan
Manager, Transport Planning and Policy
Wellington Regional Council
P O Box 11646
WELLINGTON

Dear Tony

BUS PRIORITIES, WELLINGTON CBD

Thank you for the copy of the recent report which you commissioned from Tim Kelly Transportation Planning Limited.

Stagecoach is in full agreement with the recommendations contained in the Tim Kelly report. In particular, we are very keen that the proposals for the Lambton Quay/Hunter Street and Willis/Mercer Street intersections be proceeded with as soon as possible.

In addition to the recommendations contained in the report, we would like to suggest that urgent consideration be given to two other "micro" bus priority measures, which we believe would give significant advantages to bus users, without disadvantaging general traffic.

The proposed measures relate to the bus stops in Dixon Street by Cuba Mall and Manners Street by the Mid City cinema complex. At both these locations, buses have to move out of the bus stops into the right hand lane in order to make a right hand turn very shortly down stream. In making these movements, buses have to compete with general traffic and significant delays occur.

We suggest that consideration be given to specific measures designed to ease the egress of buses from these two stops into the respective right hand lanes.

Two options which we would like to put forward for consideration are:

- That the traffic signals at the Cuba Mall pedestrian crossing and the Manners/Willis Street intersection be modified so as to provide for a bus advance phase, which would give buses a 10 second head start on other traffic. Such measures have been in place in Symonds Street in Auckland for some time now and are spectacularly successful in speeding the movement of buses.
- Alternatively, that both bus stops be relocated onto island platforms in the centre of Dixon Street and Manners Street respectively. The right hand lane in each case would

become an exclusive bus only lane, whilst general traffic would have free reign in the left hand lane.

We see these options being relatively low cost measures which have the potential to provide significant benefits to bus users. It is worth noting that the increase in north bound bus journey times over the last few years has been significantly greater than the increase in south bound bus journey times. It is our belief that most of the delay occurs in the Dixon Street/Manners Street area.

Stagecoach would be very grateful for whatever you can do to expedite the resolution of these two issues and to ensure the implementation of the recommendations in the Tim Kelly report.

I have sent similar letters to Cr. Ian Hutchings and Steve Harte at WCC and Cr. Terry McDavitt at WRC.

Yours sincerely



Ian Turner
Commercial Director



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Attachment To Report ³ 07.551
Page 1 of 2

Report 99.666

16 November 1999

File: T/8/1/2

[99.666.awb]

Report to the Passenger Transport Committee
By Tony Brennand, Manager Transport Policy

New Projects for the Minor Passenger Transport Infrastructure List

1. Purpose

To inform the Committee about new minor passenger transport infrastructure projects and have them added to the Minor Projects Priority List.

2. Background

Minor passenger transport infrastructure projects have been prioritised by the Committee as shown in Attachment A. As information on new projects becomes available these projects are prioritised and added to the list. As funding becomes available projects are undertaken in priority order and removed from the list.

3. Comment

3.1 Bus Priority

Booz Allen and Hamilton Limited have identified several low cost high return bus priority schemes. These are:

Location	Direction	Description	Time Period	Capital Cost (\$000)	BC Ratio
Kaiwharawhara	SBD	Kerbside bus lane plus right turn for buses only	AM peak	7	40
Hutt Rd- Kaiwharawhara	SBD	Kerbside bus lane to traffic signals	AM peak	11	28
Hutt Rd-Sar St	SBD	Kerbside bus lane to Tinakori Rd plus clearway	AM peak	6.5	53
Thorndon Quay	SBD	Median bus lane to Mulgrave St	AM peak	6.5	11
Adelaide Rd	NBD	Bus lane prior to Basin Reserve	AM peak	8.5	67

These projects can be prioritised on the basis of their B/C ratio.

These projects are to be included in the Wellington District Road Programme and are likely to attract Transfund New Zealand financial assistance. It has been Council's practice to fund the local authority share.

3.2 Bus Park and Ride

A number of criteria have been developed by Booz Allen and Hamilton Limited to select promising bus park and ride sites. These criteria include the site having:

- A higher frequency service
- An express bus service
- a large catchment area
- land available on or near the bus route
- a location just inside a fare boundary

Wellington City sites were investigated and prioritised as follows:

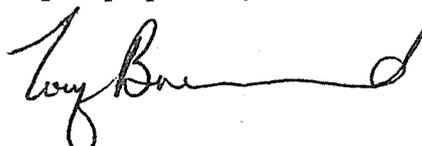
Location	Estimated Carpark Required	Capital Cost (\$000)
Dover Street	25	95
Rongotai Road median	15	29
North Wellington AFC	10	10
Devonshire Street	15	38
Karori Write Price	10	1.5
Wellington Show Buildings	10	24
Hapua Street – town belt	15	54
Cobham Drive – prior Miramar Cutting	20	81

It is unlikely that any of these projects would have sufficient economic benefits to attract Transfund New Zealand financial assistance as an ATR. These projects generally exist on routes with less congestion than the railway park and ride sites. Their relative high cost per space would also make them less attractive than railway park and ride projects.

4. Recommendation

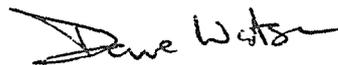
That the bus priority and park and ride schemes discussed in this report be added to the minor projects priority list as shown in Attachment B.

Report prepared by:



TONY BRENNAND
Manager, Transport Policy

Approved for submission by:



DAVE WATSON
Divisional Manager, Transport

Attachments : 2

File No. TP/3/3/2
WCC AP_tmd

16 May 2001

Chief Executive Officer
Wellington City Council
P O Box 2199
WELLINGTON

Dear Sir

Submission on Wellington City Council Draft Annual Plan 2001/02

The Passenger Transport Committee of the Wellington Regional Council resolved to forward a submission on your draft Annual Plan at its last meeting. This submission therefore addresses only transport planning issues, pp 161-181.

The Wellington Central area is the heart of the region economically, socially and culturally. Access to it and around it is a matter of regional significance. In recent years we note there has been a declining level of service for motorists, public transport and pedestrians. This decline in service is mainly caused by increasing demand for access, in itself an indicator of positive achievement elsewhere, not being matched by increases in capacity. The result is that users experience increasing delays. Where services (eg. bus services) have been increased, patrons experience more congestion and delay on your inner-city streets than the arterial roads. Bus operators advise us that inner city congestion is now causing significant timetable slippage, especially in the evening peak. In summary, your transport infrastructure planning is not keeping pace with your city development, continuance of this situation must eventually undermine city development itself.

Transport Planning Resources

We feel that over recent years the City Council has not put resources into transport planning commensurate with its role as manager of the street network in the region's major destination. The Regional Council therefore appreciates that the City Council is now further developing its City Transport Strategy, and is working with us in developing a Wellington Central Corridor Plan.

We are aware your consultants Parsons Brinkerhoff advised you to take a more active interest in regional transport matters, in particular, regional urban growth strategies. Regardless of regional transport issues outside Wellington City, we foresee needs over the next 10 years, needs to examine the city's own southern, eastern, western and northern corridors more closely because of increasing (and changing) user demand versus limited infrastructure supply and wonder whether your 10 year financial strategy adequately reflects the resources that will be required for these tasks.

As an example, section 42I of the Transit New Zealand Act requires a territorial local authority to 'consult' with the Regional Council over its annual District Roding Programme. Our interpretation of this has been that the territorial local authority sends a written copy of its DRP to the Regional Council for comment. Other territorial local authority's in the region have no difficulty meeting this existing requirement but Wellington City Council has had difficulty in recent years. A Council that has difficulty meeting existing requirements is not well placed to service new tasks.

Bus Priority Measures

We note that City Council publications frequently highlight that "supporting the public transport network is a major commitment for the Council" (p 179 of DAP). We therefore look at your DAP with interest to see how this is translated into action and intention. We find that you will make a net gain from your bus shelter activity (advertising income) of \$272,000 (p 179) of which you will be contributing \$25,000 to other shelter maintenance. This does not convince as "a major commitment". Can we suggest that it would now be appropriate to expedite the major, medium and minor bus priority projects already jointly identified, but not yet progressed:

Minor	Hutt Road, Kaiwharawhara Road
Medium	Karori (Chaytor Street end), Newtown (Adelaide Road)
Major	Manners/Dixon Street

As costs for these projects would be borne by the regional ratepayer and Transfund these are not financial commitments to the City Council, but we acknowledge that they are commitments to you as road controlling authority. Planning for the Manners/Dixon project should be progressed now because:

- (a) there is a present need (seen in inner city bus congestion) and
- (b) construction of the Inner City Bypass will provide an answer for the main impediment, lack of alternative capacity for arterial motorists.

A time restricted (to evening peak) bus priority lane should accommodate the expected retailer resistance. Given that these projects take 1-2 years to plan, consult on and design, the first stages should be begun this financial year.

Pedestrian Network

A pedestrian-friendly environment in the inner city should be a priority. While recognising Council's amenity, shelter and kerb extension work, we believe there is room to improve pedestrian measures for the specially significant inner city pedestrian; there seems to be no recognition in the 10- Year Plan that the Inner City Bypass provides both opportunity and need for pedestrian improvements through Te Aro – another example of a lack of transport planning.

Significant improvements can be achieved without great financial cost – pedestrian delay (at intersections, from unfriendly traffic signal timings) is a known, measured discomfort factor for commuting pedestrians. Our current signal timings are set to favour the motorist and penalise the pedestrian even in inner city streets to and from the railway station. This is at least inequitable and can be corrected cheaply. (The major cost is to the motorist, but recall that these are inner city streets, close to the railway station, so the priority being given to the motorist is questionable at these sites).

Conclusion

Our conclusion is that there is a gap between the rhetoric and the reality of City Council performance in transport planning and public transport support in particular. The Draft Annual Plan goes only part-way towards addressing that gap, more worryingly there appears to be little change in the balance of the 10-Year Strategy.

Yours sincerely

TERRY McDAVITT
Chair, Regional Land Transport Committee



caring about you & your environment

Report 01.491

23 July 2001

File: T/2/11/8

[01.491_djw.doc]

Report to the Passenger Transport Committee
By Dr D J Watson, Divisional Manager Transport

Patronage Baseline Data, Patronage Growth and Patronage Funding

1. Purpose

To inform the Committee of the patronage baseline data, patronage changes since 1 November 2000 and hence the patronage growth claim for the period 1 November 2000 to 30 June 2001.

2. Background

The Patronage Funding Scheme promoted by the government and administered by Transfund New Zealand came into being on 1 November 2000. The Council elected to join the scheme from 1 November 2000. This allowed the Council to submit new projects for "Kick Start" funding, progress on these is reported elsewhere, and made the Council eligible for additional Transfund payments linked to patronage growth.

The patronage funding scheme required a baseline of patronage numbers to be established for the July 1999 to June 2000 period. To claim for patronage growth from 1 November 2000 the same data was required for each month from that date.

The Council employed the consultants Pricewaterhouse Coopers to assist the Council to establish the baseline data, to assist operators to establish procedures to collect the data and to provide an independent audit role that would give Transfund New Zealand and ourselves some confidence in the numbers.

3. Baseline Patronage Data

The patronage data collected consists of all services, commercial and contracted, provided by public transport operators of the region. The data is in the hybrid form the Council elected to use. That is, the data consists of peak and off-peak passenger numbers and passenger kilometres. The definition of "peak" differs between operators and area. The reasons for this are that the further the area is away from the Wellington CBD, the earlier the morning peak and the later the evening peak.

The complete baseline patronage data set is Attachment 1. Attachment 2 is the peak period definitions by operator and area. The Cityline data is included in these totals but is being reviewed and may change.

The Council holds the baseline data by operator. The data at the detailed level is commercially sensitive.

4. Patronage Data Post 1 November 2000

Patronage data has been collected from all operators except Cityline for the period 1 November 2000 to 30 June 2001 on the same basis as the baseline data. Some of the May and June 2001 data is estimated at this stage. The table below shows a month-by-month comparison between the baseline and this more recent data. (Cityline data is excluded from this table.)

Difference Between Baseline and Current Patronage Data				
	Peak		Off-Peak	
	<i>Passenger Numbers</i>	<i>Passenger Kilometres</i>	<i>Passenger Numbers</i>	<i>Passenger Kilometres</i>
Nov 99/Nov 00	48,257	1,209,434	53,596	729,475
Dec 99/Dec 00	-63,257	-792,948	-10,236	-142,787
Jan 00/Jan 01	110,754	1,923,544	10,815	-169,125
Feb 00/Feb 01	-101,983	-1,188,690	-28,242	-118,475
Mar 00/Mar 01	-30,024	-209,198	2,055	-407,865
Apr 00/Apr 01	85,197	1,407,536	78,056	415,723
May 00/May 01 *	8,157	391,613	17,674	51,153
June 00/June 01 *	8,157	391,613	17,674	51,152
TOTAL	65,258	3,132,904	141,392	419,261

* Estimated data

This table shows how the month to month comparisons exhibit a swing up and down. The principle reason for these swings is the different number of weekdays in the months being compared. Over a longer period the swings are negated. The total figures in the table are therefore an accurate reflection of the growth trend. The percentage growth in passenger numbers and kilometres between the baseline and the current information is:

% Change

Peak Passengers	0.74
Peak Kilometres	2.39
Off-Peak Passengers	1.89
Off-Peak Kilometres	0.54

The assumption made in the Councils annual plan on patronage growth is 2% per annum until 2002/03 and thereafter remaining level. The figures above suggest overall passenger growth of 1.1% (per annum). Passenger kilometres have grown by 1.6% per annum.

5. Patronage Growth Funding

The Transfund New Zealand rates for patronage growth funding are:

	\$
Peak Passengers	1.05
Peak Kilometres	0.17
Off-Peak Passengers	0.15
Off-Peak Kilometres	0.06

The patronage growth funding claim for the year ending 30 June 2001 is therefore \$646,879. This compares favourably with the predicted \$800,000 for this period. When the Cityline data is complete it may change these numbers up or down. We will not have a complete set of patronage data until August.

6. Summary

The Patronage Funding Scheme was seen by the Council as a funding risk. To date, the assumptions made by the Council set out in the annual plan are close to being met. The risk remains as we go into the new financial year.

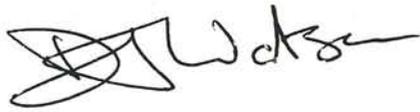
7. Communication

It would be appropriate to announce that patronage growth in the Region is modest but in keeping with predictions. That the kick start projects the Council initiated in 2001/02 have been funded entirely by Transfund's 80% subsidy and patronage growth funding.

8. Recommendation

That the report be received.

Report prepared by:

A handwritten signature in black ink, appearing to read 'Dave Watson'. The signature is stylized with a large, circular flourish on the left side.

DAVE WATSON
Divisional Manager, Transport

Attachment 1: Baseline data for all operators

Attachment 2: Peak hour and passenger kilometre assumptions

BASELINE DATA ALL OPERATORS

Month	Peak		Off peak	
	Passenger Numbers	Passenger Kilometres	Passenger Numbers	Passenger Kilometres
July-99	1,345,711	19,777,129	859,955	9,694,879
August-99	1,514,574	19,697,689	1,100,067	10,212,717
September-99	1,262,223	18,482,523	1,079,062	10,985,888
October-99	1,241,465	17,681,331	1,027,565	10,477,231
November-99	1,354,585	19,392,711	1,071,560	10,972,073
December-99	975,551	14,864,123	1,086,951	11,817,848
January-00	775,593	12,455,860	938,076	10,417,893
February-00	1,380,908	19,599,047	1,100,816	11,415,247
March-00	1,589,526	22,568,242	1,274,885	13,139,408
April-00	1,002,921	15,136,762	1,013,750	10,501,113
May-00	1,537,664	21,988,350	1,117,599	10,955,856
June-00	1,325,799	19,464,246	1,004,092	9,981,117

PEAK HOUR AND PASSENGER KILOMETRE ASSUMPTIONS USED BY OPERATOR

CityLine

- Peak hours 7:15 to 8:29, 14:45 to 17:29.
- An average section length has been calculated over all routes.

Community Coach Services

- Peak hours NA – all services off-peak.
- An average section length has been calculated for each route.

East by West Ferries

- Peak hours 6:45 to 8:30, 16:15 to 18:30.
- It is 7.5 kilometres from Queens Wharf to Somes Island and 8.8 kilometres from Queens Wharf to Days Bay

Mana Coach Services

- Peak hours:
Kapiti Service - 6:00 to 6:30, 7:30 to 8:30, 15:00 to 17:00, 17:30 to 18:00
Newlands Service - 6:30 to 8:00, 15:30 to 18:00
Porirua Service - 7:00 to 8:30, 15:00 to 17:30
- Average section length is based on peak/off-peak kilometres averaged over all routes per month.

Runciman Motors

- Peak hours – 7:30-9:00, 15:00 to 16:30 (all services included in the peak period).
- Average section length is calculated for each route, based on the actual distance of each route.

Stagecoach

- Peak hours – 7:30 to 8:45, 15:00 to 15:30, 16:30 to 18:45.
- An average section length is based on a weighted average of actual section lengths, which were calculated for each route.

Tranzit Coachlines

- Peak hours – 7:00 to 8:00, 15:15 to 17:15.
- Passenger kilometres are based on the actual distance of each service.

Tranz Metro

- Peak hours:
 - Johnsonville Service – 6:00 to 8:30, 15:30, to 18:00
 - Paraparaumu – 6:00 to 8:30, 15:30 to 18:15
 - Hutt – 6:00 to 8:35, 15:30 to 18:15
 - Wairarapa – 6:00 to 7:00, 16:00 to 18:00
- A weighted average trip length is used to calculate the passenger kilometres.

Wairarapa Coachlines

- Peak hours – 6:00 to 8:00, 17:00 to 19:00.
- Passenger kilometres are based on actual distances.



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Report 01.563

26 July 2001

File: T/10/1/1

[01.563_adc.doc]

Report to the Passenger Transport Committee
By Anthony Cross, Manager Public Transport

Public Transport Update

1. Purpose

To update the Committee on recent developments and work in progress in the Public Transport Department.

2. Rail Service Improvements

2.1 New Rail Timetables and Connecting Buses

The new rail timetable will come into effect on Sunday 5 August 2001.

The final decision to implement on this date was taken late, which put enormous pressure on Mana Coach Services in particular, and Cityline Hutt Valley, to change all their bus timetables to match the changes to morning peak train times. Eleven timetable leaflets (in addition to Kapiti) needed to be reprinted, with little or no time to spare for distribution. Consequently there may be some adverse reaction about the lack of notice of these changes.

2.2 Kapiti Coast Bus Improvements

The timetable booklet for the new Kapiti Coast bus routes will, I hope, be available for distribution at the Committee's meeting.

2.3 Raumati South - Leinster Avenue

As reported to the Committee's last meeting, Leinster Avenue will no longer be part of the Raumati bus route. Arrangements have been made for residents of the Leinster Avenue area of Raumati South who have been regular users of the bus service to have access to taxi vouchers at a cost of \$20.00 for a book of ten.

This will be a cheaper option than providing a special scheduled service. The “Leinster Link” scheme will be reviewed once a decision has been made on the construction of the Raumati railway station (which will be opposite the Leinster Avenue/State Highway 1 intersection).

2.4 Paekakariki Shoppers Service

The trial Paekakariki shoppers service will operate on Mondays, Wednesdays and Fridays to the following timetable:

Paraparaumu Station		12.20
Coastlands		12.23
Leinster Avenue		12.25
Paekakariki Station	9.20	12.35
Paekakariki Beach Road	9.30	12.45
Leinster Avenue	9.40	
Coastlands	9.45	
Paraparaumu Station	9.50	

2.5 Kapiti to Kenepuru and Wellington Hospitals

This service will operate on Tuesdays and Thursdays to the following timetable:

	AM	PM
Paraparaumu Hospital	8.25	
Paraparaumu Station	8.30	
Paekakariki	8.45	
Pukerua Bay	8.57	
Porirua Station	9.10	
Kenepuru Hospital	9.20	
Wellington Hospital	10.00	2.00
Kenepuru Hospital		2.40
Porirua Station		2.50
PukeruaBay		3.07
Paekakariki		3.15
Paraparaumu Station		3.30
Paraparaumu Hospital		3.35

It is important to restate that the success of this service is dependent on Capital and Coast District Health Board’s ability to provide Kapiti people with specialist appointments to fit in with the bus timetable.

2.6 Otaki Bus Service

Information about the current Otaki bus services operated by Thompsons Passenger Services and Blue Penguin Coaches is included in the Kapiti Coast timetable booklet.

There are currently two requests for tender for trial services for Otaki. One is for up to three commuter services from Otaki Beach to Paraparaumu on weekday mornings and up to three return services in the afternoons. The other is for a Saturday service from Otaki to Paraparaumu and return, in response to a request from the Kapiti Youth Council.

2.7 **Kapiti After Midnight service**

Andrea Houchen and I have met again with the Council of Youth in Kapiti, who are of the view that, at \$10.00, the fare on the Kapiti After Midnight service was too high to encourage greater use. They understood therefore that the service will operate for the last time when the trial contract ends on Sunday 30 September 2001.

However, the new train timetable fills the notorious gap in the weekend evening timetables by providing hourly trains from Wellington to Paraparaumu until 1.00am on both Saturday and Sunday mornings.

2.8 **Kapiti School Buses**

There are likely to be changes to Ministry of Education-funded school bus services in Waikanae and Paraparaumu from the beginning of the next school year, but these have yet to be notified to us.

2.9 **Porirua–Hutt Valley via SH58**

The “Haywards Connection” service between Porirua and Upper Hutt will begin on Monday 6 August 2001. The timetable will be distributed at the meeting. Matching signs are being put up at 75 stops along the route to promote the service. Staff of Unibag New Zealand Ltd, which is in the process of moving its plant from Porirua to the old Coca Cola site at Refreshment Place, Upper Hutt, are expected to be an early source of custom for the new service.

2.10 **Hutt Valley bus services**

With the exception of revisions to bus-train connections, all Hutt Valley bus service changes have been put on hold pending a review and consultation exercise which will take place in the first half of 2002.

3. **Passenger Survey 2001**

Members of the Committee were sent copies of this year’s survey report with the Councillors’ Bulletin back in May. The responses to the standard questions were consistent with those in previous years. Of particular interest was the strong level of support, from both bus and train passengers, for the Council to be part of the new ownership of the Region’s rail passenger services. With respect to infrastructure, 29% of bus and 21% of train passengers responded that there was no adequate shelter at their bus stop/railway station from wind, rain or sun; 41% of bus and 55% of train passengers thought there was not enough seating.

4. **Recommendations**

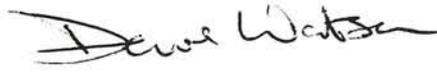
That this report be received.

Report prepared by:



ANTHONY CROSS
Manager, Public Transport

Approved for submission by:



DAVE WATSON
Division Manager, Transport

Passenger Transport Committee

Minute extract from meeting held on 2 August 2001

Divisional Manager's Report – August 2001

Recommendation



Des Darroch

Des Darroch
Senior Committee Secretary

Dr. Watson
noted 7/8



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Report 01.492

11 July 2001

File: E/6/19/3

[01.492_djw.doc]

Report to the Passenger Transport Committee
By Dr D J Watson, Divisional Manager Transport

Divisional Manager's Report – August 2001

1. Financial and Annual Plan Performance Indicators

The end of financial year Divisional report is being written and will feature as part of a future Policy and Finance Committee meeting along with all other Divisional reports. The introduction of patronage funding and Kick Start funding in the middle of the financial year has meant that the expenditure and revenue budgets for the year have been exceeded. It is expected that the Division's accountant will be in a position to give an accurate statement on the financial health of the Division at the meeting.

2. Meeting with Kapiti Coast District Council

Councillor Turver, Mr Maguire and myself met with the Kapiti Coast District Council on 17 May 2001, at their request, to talk about the Regional Council general and transport rates. It was a very constructive meeting. The District Councillors gave their support for our efforts to improve public transport to/from and within the Kapiti Coast. The only transport issue raised was the transport rate split in the Otaki area between urban and rural. This was the subject of a letter from their General Manager to the annual plan process which was dealt with during that process.

3. Visitors

The only overseas visit over this period was that of Mr Brian Souter, Chairman of the Stagecoach Group, on one of his regular trips to this part of the world. We discussed the Tranz Rail situation, the future of trolley buses and patronage funding.

Stagecoach are considering rebuilding the current trolley bus fleet using only the electric traction equipment, axles and suspensions out of the existing buses. The new buses will use these recycled components but will have completely new chassis and super low floor bodies. Clearly they will only go down this path if the Regional Council continues to support the retention of trolley buses. This issue I am sure will be one that the next Committee will find interesting.

Most of the Auckland Regional Councillors made a visit here on 7 May 2001. The transport part of their visit appears to have been of great assistance to them.

4. **Regional Transport Officers Meeting**

A meeting of the Regional Transport Officers group was held on 22 June 2001. Besides the group's discussion of in-house matters they held sessions with Councillor Terry McDavitt, Researcher, looking at the performance of all Councils regarding strategies, Transfund New Zealand, the Urban Committee of the Bus and Coach Association and Mr John Hutchings of LGNZ.

Mr Hutchings kept the group up to date with proposed legislative changes in the land transport sector. Transfund New Zealand came to discuss the progress of the patronage funding scheme and answer any questions. Bus and Coach had some concerns over patronage data collection.

5. **National Roding Programme 2001/02**

The National Roding Programme (NRP) 2001/02 was launched at a function held on Thursday 21 June by the Minister of Transport, Mark Gosche, and Mr Michael Gross, the Chairman of Transfund New Zealand.

Attachment 1 is the pages of the programme relating to public transport. After the Minister's proposed speech he made some comments focused on the local situation. He congratulated the Wellington Regional Council for taking up Kick Start funding and the work being done on solving the Tranz Metro Wellington Sale issue. He also mentioned a visit he had had from representatives of Mana Coachlines that had made him understand some of the practical difficulties being faced by operators in trying to increase services.

6. **Bus and Coach Conference 8-11 July 2001**

I attended the Bus and coach conference held in Hamilton from the 8th to the 11th of July 2001. This continues to be the cheapest and best industry conference held each year. The total cost for three days and nights (including all meals and accommodation) was \$695. **Attachment 2** is the conference programme. I did not stay for the 'great bus auction'.

Hans Rat, the President of the UITP (Information Union of Passenger Transport) reminded delegates of the need for good quality information, publicity, infrastructure to support services. All these had the potential to greatly increase patronage.

I believe we need to place more effort in these areas over the next few years.

John Collyns introduced us to the CiViS operating successfully in Rouen, France. This is a guided bus network using video technology to guide the bus. The system operates like light rail on its own right of way but the buses can also be used conventionally on city streets. The costs are much less than light rail.

Hon Mark Gosche indicated that the government's patronage funding project would be reviewed and may be extended. The government is encouraged by the way Regional Councils are working with the scheme and is committed to further support for passenger transport.

7. **Seatoun Ferry Service Proposal**

A kick start application for a Seatoun Ferry Service has been received from the East by West Company Ltd (**attachment 3**). This has been sent on to Transfund New Zealand for consideration by them.

The committee needs to take the opportunity to review the kick start projects at the half year review in January 2002. Some projects have been delayed, for example the urban rail improvements. The level of patronage, growth and hence patronage funding is now becoming known. These elements need to be brought together to enable consideration of all kick start projects, new and existing. Currently kick start projects receive a 60% subsidy together with any patronage growth funding.

As a consequence they may be almost self funding. This will not be the case in future years once the kick start funding is reduced to zero.

8. **Last meeting**

As this is the last scheduled meeting of this Committee in this triennium I would like to take the opportunity to say how great it has been, most of the time, to work with each and every one of you. I look forward to working with many of you again later in the year. To those who have announced that they will not be returning please accept a very special thank you from me for all your support over the year. I look forward to joining with many others nearer the election date, in thanking you more fully.

To these standing for election I give you my best wishes.

9. **Recommendation**

That the report be received.

Report prepared by:

A handwritten signature in black ink that reads "Dave Watson". The signature is written in a cursive style with a large, stylized 'D' and 'W'.

DAVE WATSON
Divisional Manager, Transport

Attachment 1: National Rooding Programme 2001/02
Attachment 2: Bus and Coach Conference Programme
Attachment 3: Seatoun Ferry Kick Start Proposal

APPENDIX 3: PASSENGER TRANSPORT

Output Class 5: Passenger Transport

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General

Table 3-1 shows the approved allocations for patronage funding, community services and social services within the passenger transport output class for the 2001/02 year. The following should also be noted in relation to the table:

- Baseline Funding allocations are provisional allocations that will be confirmed through the negotiation of the patronage funding baselines.
- Commercial Trials and Kick-start commitments are for the commitments arising from applications approved before 1 June 2001.
- Patronage payment allocations are an initial allocation based on a regional council's share of their committed Commercial Trial and Kick-start commitments.
- The construction of new small shelters (to a maximum value of \$10,000 each) may be included within the allocation for shelters.
- The purchase and installation of new or replacement wheelchair hoists may be included within the paratransit allocation.

Basis of allocations

Transfund allocates funds for passenger transport services under the output classes Patronage Funding, Community Services and Social Services within the NRP under the Transit New Zealand Act 1989. Regional councils submit funding requests annually to Transfund in accordance with their Passenger Transport Plans.

The 2001/02 year represents the first full year of the implementation of the patronage funding scheme for passenger transport that commenced in November 2000. Under the patronage funding scheme, Transfund's financial assistance is directly linked to the number of people who use the passenger transport services. Regional councils who elect to join the scheme will receive patronage payments for growth in patronage above agreed baselines. In addition, kick-start funding is also available to implement new initiatives such as new services, bus shelters and integrated ticketing, that will grow patronage.

The financial assistance rate for general services, shelters and paratransit has been retained at 40% and at 60% for rail services. This year the financial assistance rate for kick-start and commercial trial initiatives implemented under the patronage funding scheme is also 60%. Note that commercial trials (initiatives to grow patronage on commercial passenger transport services) are included within the Passenger Transport Output such that all allocations for patronage funding initiatives are shown collectively.

The patronage payment rates applying for the 2001/02 year are set out in Table 3-2.

Commitments

A commitment of \$1,455,000 into 2001/02 is accepted within the roading improvements work category for design of the State highway components of the North Shore Busway.

PASSENGER TRANSPORT: ALLOCATION OF FUNDS 2001/2002 (\$000s)
TABLE 3-1

REGION/ DISTRICT	PATRONAGE FUNDING					COMMUNITY SERVICES			SOCIAL SERVICES			TOTAL PASS. TRANS- PORT
	BASELINE FUNDING	COMMERCIAL TRIALS COMMIT.	KICK START COMMIT.	PATRONAGE PAYMENTS	TOTAL	GENERAL	SHELTERS	TOTAL	GENERAL	PARA- TRANSIT	TOTAL	
						FA rate = 40%			FA rate = 40%			
Northland	40.0				40.0					44.0	44.0	84.0
Auckland	15126.0	644.2	936.6	1053.9	17760.7		40.0	40.0	3583.9	1058.9	4642.8	22443.5
Waikato	617.6				617.6		63.2	63.2	277.6	124.4	402.0	1082.8
Bay of Plenty												
<i>Environment Bay of Plenty</i>			60.0	40.0	100.0				20.0	120.0	140.0	240.0
<i>Rotorua District</i>	98.5				98.5			22.8				121.3
<i>Tauranga District</i>							14.0	14.0				14.0
Gisborne						40.0	1.2	41.2	20.0	16.0	36.0	77.2
Hawkes Bay						24.0		24.0	114.4	48.9	163.3	187.3
Taranaki							8.0	8.0	20.0	57.3	77.3	85.3
Manawatu-Wanganui	66.6		771.8	514.5	1352.9		14.0	14.0	126.0	184.4	310.4	1677.3
Wellington	16265.2		991.2	660.8	17917.2			296.0	1060.0	420.0	1480.0	19693.2
Marlborough										14.0	14.0	14.0
Nelson						34.0	2.0	36.0		38.4	38.4	74.4
Tasman												
Canterbury	3883.6		319.1	212.7	4415.4			258.8	82.0	482.2	564.2	5238.4
West Coast												
<i>West Coast Regional Council</i>										22.0	22.0	22.0
<i>Buller District</i>						12.6		12.6				12.6
<i>Westland District</i>						6.0		6.0				6.0
Otago	319.0				319.0			56.6		132.9	132.9	508.5
Southland												
<i>Invercargill City</i>	104.8				104.8		7.4	7.4	111.2	72.9	184.2	296.3
<i>Environment Southland</i>												
Sub Total	36521.3	644.2	3078.7	2481.9	42726.1	116.6	784.0	900.6	5415.2	2836.4	8251.5	51878.2
Unallocated Patronage Funding				2018.1	2018.1							2018.1
Unallocated Kick Start Funding			3751.3		3751.3							3751.3
Unallocated Kick Start Funding		855.8			855.8							855.8
TOTAL	36521.3	1500.0	6830.0	4500.0	49351.3	116.6	784.0	900.6	5415.2	2836.4	8251.5	58503.4
Roothing Improvements (SH) Infrastructure												2000.0
Total Passenger Transport												61503.4

TABLE 3-1: PASSENGER TRANSPORT - ALLOCATION OF FUNDS

Attach- 1
 Page 3 of 16
 Report 01-492

PATRONAGE FUNDING RATES BY REGION

TABLE 3-2

REGION	Hybrid Payment Rates per Passenger boarding plus per passenger km				Payment rates per passenger-boarding; peak and off-peak (\$/ boarding)		Flat rate ('Other' regions only) (\$/boarding)
	Peak		Off-peak		Peak	Off-Peak	All day
	\$/boarding	\$/pass-km	\$/boarding	\$/pass-km			
Auckland	1.45	0.21	0.15	0.06	3.00	0.70	-
Wellington	1.05	0.17	0.15	0.06	2.90	0.70	-
Canterbury	0.35	0.09	0.15	0.06	1.10	0.70	-
Others *	0.25	0.08	0.15	0.06	1.00	0.70	0.85

* rates for other regions are the same irrespective of average regional trip length

PATRONAGE FUNDING: COMMERCIAL TRIALS (COMMITMENTS)

TABLE 3-3

PROJECT DESCRIPTION	TOTAL COST	Transfund Share		
		TOTAL	2001-02 (60%)	2002-03 (40%)
Auckland Region				
Dominion Road Enhancements Monday-Friday	198.6	131.2	83.0	0.0
Hisbiscus Coast Super Flyers Monday-Friday	170.5	111.4	75.0	0.0
Auckland CBD to Rosebank Peak, Extra Services	31.9	18.1	9.4	4.3
Kowhai Rd to Auckland CBD Peak, Extra Services	82.5	46.6	24.6	11.2
Mairangi to CBD Peak, Extra Services	167.0	94.4	49.9	22.6
Chivalry to Auckland Peak, Extra Services	80.9	45.7	24.2	11.0
Mt Eden Rd Service, Peak, Extra Services	154.2	86.9	46.3	21.0
Northcote to Auckland Peak, Extra Services	27.0	15.2	8.1	3.7
Otara to Otahuhu Peak, Extra Services	75.5	42.7	22.5	10.2
Wairau Rd Peak, Extra Services	19.7	10.9	5.9	2.8
Dominion Rd Peak, Extra Services from Valley & View Rds	84.0	47.3	25.2	11.5
Howick and Downtown Express Services	200.0	112.9	98.8	14.1
Howick and Downtown Mainline Services	199.1	112.5	98.4	14.1
Mt Wellington-Ellerslie Peak, Extra Services	149.8	81.6	44.9	23.4
Remuera Road Peak, Extra Services	93.5	52.7	28.0	12.7
Auckland Total	1734.3	1010.2	644.2	162.5
TOTAL	1734.3	1010.2	644.2	162.5

PATRONAGE FUNDING: KICK STARTS (COMMITMENTS)

TABLE 3-4

REGION	PROJECT DESCRIPTION	KICK-START TYPE	TOTAL COST	Transfund Share		
				TOTAL	2001-02 (60%)	2002-03 (40%)
Auckland Region						
	Birkenhead Ferry Feeder Bus, Eskdale Rd	Impr Serv	100.9	65.7	35.3	3.3
	Birkenhead Ferry Feeder Bus, Pupuke Rd	Impr Serv	101.1	65.9	35.4	3.3
	Birkenhead-Newmarket	Impr Serv	87.2	47.9	25.2	13.4
	Early Morning Bus Services, Monday to Friday	Impr Serv	212.5	125.3	65.0	23.1
	New North Rd Limited Stop Bus Service	Impr Serv	360.4	211.0	108.1	41.3
	Onehunga/One Tree Hill Flyer	Impr Serv	359.6	211.7	107.6	40.1
	Te Irirangi Shuttle, Monday to Friday	Impr Serv	614.9	359.3	193.8	68.0
	Te Irirangi Shuttle, Saturdays	Impr Serv	65.6	39.8	15.6	7.4
	Dominion Road Sundays	Impr Serv	46.3	26.1	13.9	6.3
	Dominion Road Saturdays	Impr Serv	17.5	9.7	4.6	2.8
	Rideline Website	Grt Aware	230.0	166.0	18.0	12.0
	City Loop (The Link) Saturdays	Impr Serv	31.2	21.2	11.5	0.0
	Massey Service Improvements: Mon to Friday	Impr Serv	881.7	458.1	247.2	164.8
	Howick, Pakuranga, Botany Interpeak: Mon to Fri	Impr Serv	113.4	56.7	34.0	22.7
	Howick, Pakuranga, Botany Connector: Sunday	Impr Serv	71.4	35.7	21.4	14.3
Auckland Total			3293.7	1900.0	936.6	422.7
Bay of Plenty Region						
	Tauranga Bus Service Marketing	Grt Aware	260.0	148.0	60.0	40.0
Bay of Plenty Total			260.0	148.0	60.0	40.0
Manawatu-Wanganui Region						
	Durie Hill Service, Wanganui	Impr Serv	13.0	6.8	3.6	2.4
	Improvements to Central Bus Terminal, P North	Impr Info	300.0	180.0	180.0	0.0
	Additional Sunday Services, Palmerston North	Impr Serv	12.0	8.1	4.5	0.0
	Free Bus service to Massey University	Impr Serv	1800.0	900.0	540.0	360.0
	Improved Saturday Services in Wanganui	Impr Serv	13.0	6.8	3.6	2.4
	Improved bus service in Wanganui	Impr Serv	178.0	102.4	40.1	26.7
Manawatu-Wanganui Total			2316.0	1204.1	771.8	391.5
Wellington Region						
	Bus Stop Information Displays	Grt Aware	128.0	73.6	28.8	19.2
	Bus Stop Waiting Shelters	Impr Info	690.0	372.0	180.0	120.0
	Eastbourne Peak Bus	Impr Serv	138.8	80.7	42.0	16.3
	Kapiti Coast Bus	Impr Serv	735.0	399.0	189.0	126.0
	Newlands Services	Impr Serv	1817.5	1017.8	436.2	290.8
	Otaki Bus Service	Impr Serv	135.4	77.9	39.0	17.3
	Paekakariki Shoppers Service	Impr Serv	14.1	8.2	4.2	1.6
	Porirua-Hutt Valley via SH 58 Bus	Impr Serv	230.0	136.0	72.0	24.0
Wellington Total			3888.8	2165.3	991.2	615.3
Canterbury Region						
	Eastern Orbiter	Impr Serv	1380.9	779.2	319.1	219.1
Canterbury Total			1380.9	779.2	319.1	219.1
TOTAL			11139.4	6196.6	3078.6	1688.7

Key
 Impr Serv = Improved services
 Impr Info = Improved comfort, safety and passenger information
 Grt Aware = Greater awareness

**INDICATIVE BIDS RECEIVED FROM REGIONAL COUNCILS
FOR KICK START INITIATIVES**

TABLE 3-5

LOCAL AUTHORITY	DESCRIPTION	INDICATIVE COST
Northland Region		
Whangarei District	Increased Saturday bus services	6.0
	Increased frequency to Friday evening service and improved routes	93.0
Total for Region: Northland Region		99.0
Auckland Region		
Across region	Increased frequency and new services	1400.0
	Promotion of kick-start, improved and new bus information timetables and services	1500.0
Total for Region: Auckland Region		2900.0
Waikato Region		
Across region	Electronic ticketing machines	140.0
	Increased frequency and new services	140.0
Total for Region: Waikato Region		280.0
Bay of Plenty Region		
Across region	Trial services in, or to, smaller urban communities	100.0
Tauranga District	Marketing and electronic ticketing	200.0
Total for Region: Bay of Plenty Region		300.0
Wellington Region		
Across region	Additional Marketing of commuter services	300.0
	Introduction of integrated ticketing	1500.0
	Extra peak rail capacity to Masterton	100.0
Total for Region: Wellington Region		1900.0
Canterbury Region		
Across region	Smart card ticketing system	700.0
	Increased frequency and new services	300.0
Total for Region: Canterbury Region		1000.0
Otago Region		
Across region	Upgrading vehicle standards	70.0
	Increased frequency and new services	20.0
Total for Region: Otago Region		90.0
Southland Region		
Across region	Increased frequency and new services	20.0
Invercargill City	Free city shuttle	80.0
Total for Region: Southland Region		100.0

INDICATIVE BIDS RECEIVED FROM TERRITORIAL AUTHORITIES
 FOR KICK START CAPITAL FUNDING

TABLE 3-6

LOCAL AUTHORITY	DESCRIPTION	INDICATIVE COST
Northland Region		
Whangarei District	Dent Street, provision of bus shelters to promote use of new bus service	25.0
Total for Region: Northland Region		25.0
Auckland Region		
Auckland City	Implement PTAP initiatives	100.0
	Central area bus priorities	375.0
	Mt Eden/Dominion/Wanderingham bus priority	150.0
	Static on-street timetables	5.0
	On-street timetable displays	5.0
	Off-bus ticketing roll out, marketing and promotion	400.0
	Tamaki Dr bus priorities	150.0
	Bus shelters	130.0
	Maioro/New Windsor bus priorities	150.0
	Victoria St West Sky Tower bus shelter improvements	25.0
	Sub Total	1490.0
Manukau City	Implement PTAP initiatives	100.0
	Papatoetoe and Homai Park ride improvements	90.0
	Bairds/Gt Sth Int. bus priority implementation	70.0
	Off-bus ticketing roll out, marketing and promotion	100.0
	Gt Sth Rd bus priority measures	150.0
	Southern Corridor station Park ride upgrades	200.0
	Half Moon Bay Park ride	200.0
	Sub Total	910.0
North Shore City	Implement PTAP initiatives	100.0
	Bus shelters	500.0
	Sub Total	600.0
Waitakere City	Implement PTAP initiatives	100.0
	Bus shelters	291.0
	Maintain existing and new bus shelters	45.0
	Sub Total	436.0
Total for Region: Auckland Region		3436.0
Waikato Region		
Hamilton City	Bus shelters	150.0
Total for Region: Waikato Region		150.0
Bay of Plenty Region		
Tauranga District	Bus shelters	100.0
Total for Region: Bay of Plenty Region		100.0
Manawatu-Wanganui Region		
Palmerston North District	Pedestrian shelters at the Central Bus Terminus	300.0
Total for Region: Manawatu-Wanganui Region		300.0

INDICATIVE BIDS RECEIVED FROM TERRITORIAL AUTHORITIES
 FOR KICK START CAPITAL FUNDING

TABLE 3-6 (Continued)

LOCAL AUTHORITY	DESCRIPTION	INDICATIVE COST
Wellington Region		
Carterton District	Improvements to station carpark	100.0
Kapiti Coast District	Improvements to commuter carparks at the five stations	1000.0
Hutt City	Improvements to commuter carparks	1000.0
Masterton District	Improvements to station carpark	500.0
	Upgrade of the Masterton station building	50.0
Porirua City	Extension of central city bus shelter	70.0
	Improvements to the Bus/Rail Interchange	400.0
	Improvements to park and ride facilities in the city	1000.0
South Wairarapa District	Improvements to station carparks	100.0
Upper Hutt City	Improvements to commuter carparks at five stations	300.0
Wellington City	Bus stop information displays	96.0
	Bus stop waiting shelters	600.0
	Provision of Real Time information for bus patrons	1200.0
	Refurbishment of carriages for the Wairarapa services	1500.0
	Passenger interchange canopies	3056.0
Total for Region: Wellington Region		10972.0

APPENDIX 4: ALTERNATIVES TO ROADING

Output Class 6: Alternatives to Roading

Contents	Page
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Indicative Bids	104
Commitments	105

General

An allocation of \$8.00 million has been set aside within the ATR output class for 2001/02 to provide financial assistance for approved outputs and capital projects. This amount is indicative only, and could vary depending on the outcome of individual funding applications. A number of councils have already supplied Transfund with indicative ATR bids as part of their submitted programmes. These councils should now formally prepare their funding applications using the ATR evaluation procedures, and submit them to Transfund for consideration.

Indicative Bids

The following indicative bids have been received from councils as part of their 2001/02 submitted programmes:

	Estimated Total Cost (\$000s)
FROM NORTHLAND REGIONAL COUNCIL	
Investigation of Marsden Point Rail Extension	100
FROM AUCKLAND REGIONAL COUNCIL	
Rail Corridor Acquisition	571
Preliminary Scheme Assessment	1,133
Rapid Transit Pre-Tender	2,431
Bus Network	290
Ferry Strategy Implementation	421
System Support	1,395
North Shore Busway	355
FROM AUCKLAND CITY COUNCIL	
Waitemata Waterfront Interchange	260,000
FROM HAMILTON CITY COUNCIL	
Hamilton Transport Centre	7,000
FROM HAWKES BAY REGIONAL COUNCIL	
Napier Gisborne Rail Link	1,000
FROM KAPITI DISTRICT COUNCIL	
Raumati Station	1,500
FROM WELLINGTON CITY COUNCIL	
Wellington Transportation Interchange	5,500
Wellington Railway Station Forecourt	494
FROM PORIRUA CITY COUNCIL	
Porirua Station Carpark	135
FROM MALBOROUGH DISTRICT COUNCIL	
Barging of Logs	300
FROM WEST COAST REGIONAL COUNCIL	
Investigation of Pike River Coal Mine Rail Access	100

Some of the above bids were put forward for the 2000/01 NRP but have yet to be developed to the stage where funds can be approved.

Commitments

There are no approved projects from previous years with funding commitments into 2001/02.

APPENDIX 5: ADMINISTRATION**Output Class 7: Transfund Outputs****Output Class 8: Administration and Project Control**

Contents	Page
Transfund New Zealand Outputs	108
Transit New Zealand Administration and Project Control	108
Regional Council Administration Support	108
Territorial Authority Administration Support	109
Table 5-1 : Regional Council Administration Support	110

Transfund New Zealand outputs

An amount of \$14.40 million has been set aside for Transfund's activities as follows:

ACTIVITY	ALLOCATION (\$M)
Operating expenditure	11.90
Research programme	2.50

The \$2.50 million for research includes an allowance for the completion of some projects commenced in 2000/01.

Transit New Zealand administration and project control

An initial amount of \$23.40 million has been allocated to Transit for administration and project control activities associated with management of the State highway network. This amount is the baseline figure established by Transfund for the 2000/01 year. The NRP Review Committee will consider a final amount for 2001/02 following consideration of details and supporting information to be submitted by Transit.

Regional council administration support

Financial assistance towards approved regional council administration costs is currently provided under the following three categories:

Regional land transport planning

This category includes:

- The administration cost of programme preparation for passenger transport and administration outputs
- Regional Land Transport Committee servicing
- Land transport strategy development, implementation and reporting (as required by the Transit New Zealand Amendment Act 1992).

Passenger services administration

This category includes:

- Registration of services (activities under Part XI of the Transport Services Licensing Act 1989)
- Management of contracts and monitoring of services
- Preparation of a Regional Passenger Transport Plan
- Provision of information (including those information activities put out for tender)
- Total Mobility and paratransit management.

Patronage funding administration

This category was established during 2000/01 to provide an enhanced financial assistance rate for passenger services administration to those regional councils who have joined the patronage funding scheme.

The financial assistance rate for approved costs within the regional land transport planning and passenger services administration categories is 25%. The rate of patronage funding administration is 33%.

As in previous years, a preliminary allocation of funds has been made to each regional council based on 50% of the allocation approved for 1999/2000. Approved programme levels will be considered in November when the outcome from the 2001/02 year is known.

Table 5-1 shows the preliminary allocations by region. The total amount set aside in the programme at this time is \$4.00 million.

Territorial authority administration support

The purpose of financial assistance in this area is to support a commitment to:

- Competent management of consultants or a territorial authority's professional services business unit.
- The efficient operation of management systems.
- Accurate financial and achievement reporting.
- Development and management of roading programmes.

The level of financial assistance of 2.25% of the total Transfund support for local roads in output classes 1 and 3 has been retained. The amount provided in 2001/02 is \$7.00 million.

The level of assistance for each authority is shown in Appendix 1, Table 1-1.

**REGIONAL COUNCIL ADMINISTRATION SUPPORT
ALLOCATION OF FUNDS: 2001/2002 (\$000s)
TABLE 5-1**

REGION/DISTRICT	PRELIMINARY ALLOCATIONS							
	(distribution of "unallocated" component to be advised)							
	Regional Land Transport Planning		Passenger Services Admin		Patronage Funding Admin		TOTAL	
	T Cost	Tfd Share	T Cost	Tfd Share	T Cost	Tfd Share	T Cost	Tfd Share
Northland	17.5	4.4			24.8	8.2	42.3	12.6
Auckland	2882.2	720.5			1251.4	413.0	4133.6	1133.5
Waikato	19.1	4.8	56.8	14.2			75.9	19.0
Bay of Plenty	50.8	12.7			24.6	8.1	75.4	20.8
<i>Rotorua District</i>					8.6	2.8	8.6	2.8
<i>Tauranga District</i>								
Gisborne	3.1	0.8	4.7	1.2			7.8	2.0
Hawkes Bay	18.9	4.7	14.4	3.6			33.3	8.3
Taranaki	2.6	0.7	2.5	0.6			5.1	1.3
Manawatu-Wanganui	19.9	5.0			37.5	12.4	57.4	17.4
Wellington	428.2	107.1			1044.8	344.8	1473.0	451.9
Marlborough	0.6	0.2	1.1	0.3			1.7	0.5
Nelson	9.3	2.3	12.6	3.2			21.9	5.5
Tasman	1.6	0.4					1.6	0.4
Canterbury	115.6	28.9			787.6	259.9	903.2	288.8
West Coast	7.8	1.9	4.7	1.2			12.5	3.1
<i>Buller District</i>			0.7	0.2			0.7	0.2
<i>Westland District</i>			0.3	0.1			0.3	0.1
Otago	12.8	3.2			69.0	22.8	81.8	26.0
Southland	3.5	0.9			1.0	0.3	4.5	1.2
<i>Invercargill City</i>					14.9	4.9	14.9	4.9
Sub total	3593.5	898.4	97.8	24.5	3264.2	1077.2	6955.5	2000.0
Unallocated	3593.5	898.4	97.8	24.5	3264.2	1077.2	6955.5	2000.0
TOTAL	7187.0	1796.8	195.6	49.0	6528.4	2154.4	13911.0	4000.0

TABLE 5-1: REGIONAL COUNCIL ADMINISTRATION - ALLOCATION OF FUNDS

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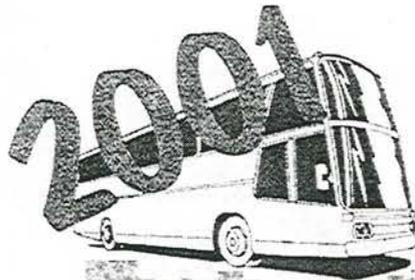
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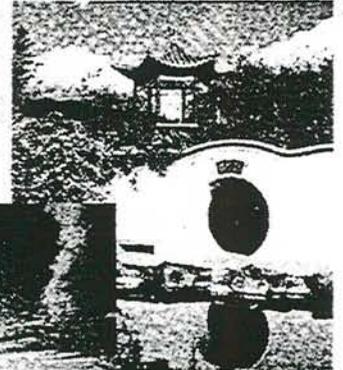
Bus & Coach Association (NZ) Inc.

CONFERENCE 2001

BUSING TO THE FUTURE

Quality Hotel, Hamilton
8 - 11 July 2001

Great Bus Auction
12 July 2001



About the speakers

Hans Rat, Secretary-General, International Union of Public Transport (UITP), Brussels



Hans Rat was born in 's-Hertogenbosch, Holland in 1945. He was Chairman of the UITP's International Commission on Transport Economics, a vice-president of the UITP and a member of the European Union Committee.

Hans joined the UITP as Secretary-general in 1998. He lives in Brussels and in the old silver town of Schoonhoven, near Utrecht.

We are delighted to welcome Hans Rat to New Zealand.

Wolfgang Schilha, Vice President, Bus Driveline Technology Business Unit, ZF, Germany



Born in 1951, Wolfgang studied Industrial Economics in Germany and joined ZF in 1968. He was responsible for sales & application engineering responsibilities in Europe & the USA before developing ZF's truck & bus transmission business in Asia, South East Asia, Australia, and New Zealand.

Up until 1993 Wolfgang was Head of Sales for ZF worldwide and from 1994 to 1995 he was Head of all ZF Global Sales & Service Companies. Since 1996 he has been Vice President of the Bus Driveline Technology Business Unit, with product responsibilities for Automatic & Manual Transmissions and Electric Drives, with production locations in Germany, France, Hungary, Brazil, Japan and in China.

Wolfgang Schilha is an excellent speaker and we are privileged to have him in New Zealand.

Paul MacDonald, Wrap-up Speaker



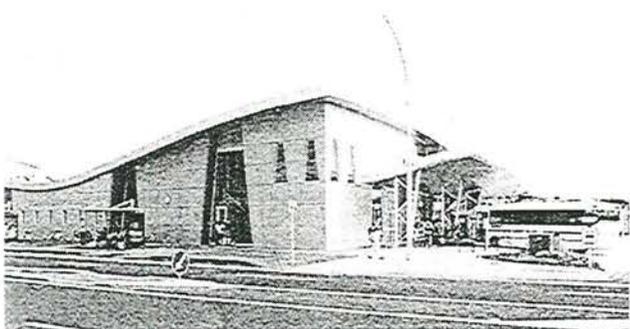
With five Olympic medals and six world championship medals (including six golds) Paul MacDonald is undoubtedly one of New Zealand's most successful international athletes.

Paul's successes in rowing in West Germany and at the Seoul Olympics, either individually or in partnership with Ian Fergusson gained him wide recognition and immediate respect around the world.

More recently Paul has co-ordinated the very successful Dragon Boat Races and has appeared on the popular TV series Clash of the Codes.

Paul is an articulate speaker whose dedication to his goals and determination to succeed are an inspiration to everyone who has the good fortune to hear him.

Don't miss this inspiring conclusion to our 2001 Conference!



Hamilton's new Transport Centre

Social programme

Sunday 8 July - Opening Cocktail Party

Get the Conference off to a great start with our Opening Cocktail Party sponsored by Lowe Schollum and Jones / Lumley General Insurance. Meet old friends, make new ones, swap gossip about the year. The party will be held in the trade show and includes light finger food.

Dress is smart casual.

Monday 9 July - Restaurant Hopping

Your Conference Committee has been hard at work, scouring Hamilton for the best in cuisine for a progressive dinner. As a result, we've lined up seven restaurants around the city and transport's all arranged.

Meet back at the Quality Hotel for desserts and coffee, when the bar will be open to round the evening off.

We appreciate PPG Industries sponsorship for the evening. During the evening the PPG Bus & Coach Image Award winner will be announced.

Dress is smart casual.

Tuesday 10 July - Mobil Oil's "Jazz it Up" Dinner

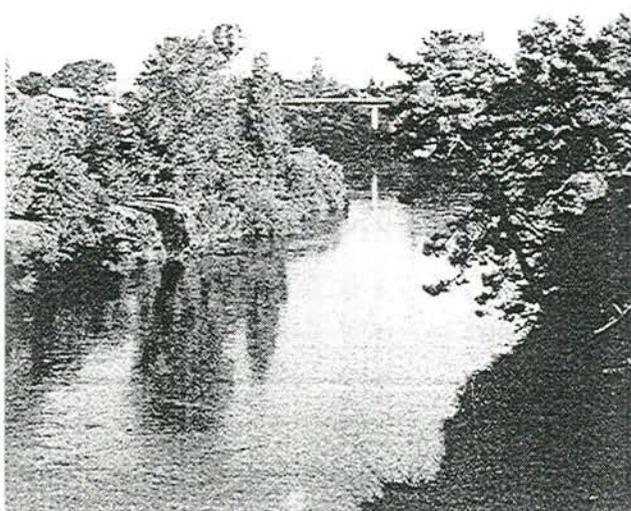
The Mobil night is always the social highpoint of Conference and this year's will be no exception! Not only will Mark Hadlow compete the night, there'll be the opportunity to dine and dance with top six-piece jazz band Dr Jaz.

Mark's face will be well-known to you from TV advertising or perhaps the stage either in New Zealand, Australia or Edinburgh. He's one of NZ's most versatile performers and will be a polished and entertaining MC for the night.

Dr Jaz, lead by Neil McKenzie from Tauranga, is the first New Zealand band to appear at the prestigious New Orleans Jazz and Heritage Festival. They were one of a handful of international acts to appear at this event last year, and have been performing in this country for more than 20 years.

We thank Mobil Oil (NZ) Ltd for their continued sponsorship of this important night.

Dress is after five.



Waikato River, Hamilton

Conference programme

All business sessions will be held in the Quality Hotel, Hamilton

SUNDAY 8 JULY 2001

- 1500 hours Registration desk opens
1930 hours Cocktails followed by a light dinner in the trade show area

The evening is sponsored by Lowe Scollum & Jones / Lumley General Insurance

MONDAY 9 JULY 2001

- 0900 hours Welcome to Hamilton - Neil Clarke, Chair of Environment Waikato
- 0915 hours Keynote speaker - Hans Rat, Secretary General, UITP
Hans Rat is the CEO the world's premier public transport organisation, the International Union of Public Transport, representing bus and rail operators in more than 56 countries.
- 1030 hours Morning tea
- 1115 hours Wolfgang Schilha, Vice President; Bus Driveline Technology Business Unit, ZF, Germany.
Developments and changes in bus and coach driveline technology
- 1230 hours Lunch and time to take in the trade show.
- 1430 hours Sector seminars -
- SCHOOL TRANSPORT**
Alan Wilcox, Independent Observer
The school transport tendering round for 2001 - the documents, process and what the Tender Evaluation Committee will be looking for.
- URBAN TRANSPORT**
Martin Gummer, CEO Transfund
What's happening with urban transport funding, the North Shore Busway, urban transport corridors, and road funding.
- TOURISM & LONG DISTANCE**
John Moriarty, CEO, Tourism Industry Association NZ
The tourism industry's vision for tourism and Tourism NZ.
- 1530 hours Conclusion and afternoon tea in the trade show
- 1815 hours Meet at the Quality Hotel for buses to start "Restaurant Hopping" - a unique tour of Hamilton's finest dining experiences.
- Sponsored by PPG Industries NZ Ltd.
During the evening the winner of the inaugural PPG Bus & Coach Image Awards will be announced.*

TUESDAY 10 JULY 2001

- 0900 hours The BCA's 29th AGM, followed by a general debate on issues of importance to members. Have your say!

- 1100 hours Conclude the general debate, an opportunity to view the trade show before lunch.
Tea and coffee will be available.
- 1200 hours Lunch in the trade show
- 1300 hours Coaches depart for a visit to Kiwi Bus Builders' new factory in Tauranga. All delegates, partners and exhibitors are welcome to come on this trip.

Afternoon tea at Kiwi Bus Builders.
- 1730 hours Arrive back at the hotel
- 1930 hours Cocktails in the trade show area, followed by the Mobil Oil NZ Ltd "Jazz it Up" dinner at the Quality Hotel.

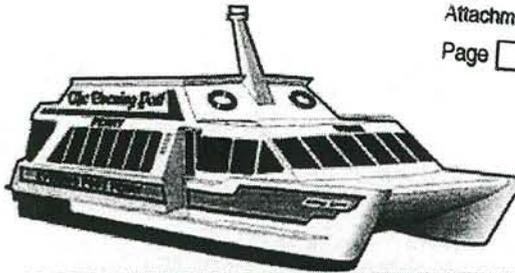
WEDNESDAY 11 JULY 2001

- 0845 hours Tony Alexander, Chief Economist, BNZ
Back by popular demand, Tony will give us the benefit of his insights into the prospects for the country's economy and life under the Labour-Alliance Government.
- 0930 hours John Collyns, Executive Director, BCANZ
The 54th UITP Congress, London - report to members on the event, looking at new bus technology, initiatives in marketing, and other relevant material.
- 1000 hours Hon Mark Gosche, Minister of Transport
- Questions from the floor
- 1100 hours Morning tea
- 1130 hours Robin Dunlop, General Manager, Transit NZ
Last year Dr Dunlop's session generated some interesting debate - this year he'll update us on Transit's work on axle weights and related matters.
- Questions from the floor
- 1215 hours Lunch and time to take in the trade show
- 1330 hours Hon Marion Hobbs, Associate Minister of Education
The tendering round - how it will work, the MoE's criteria, and what you need to know to get the best chance of success.
- Questions and discussion from the floor
- 1500 hours Wrap-up speaker - Paul MacDonald, NZ Olympian.
- 1600 hours Conclusion and trade show break-down

THURSDAY 12 JULY 2001

- 1000 hours The Great Bus Auction starts. Don't miss this superb opportunity to get a bus, coach or limousine as well as those hard-to-find parts at competitive prices!
- The auction will be run by Auto Auctioneers at their premises, Te Rapa Rd. Transport from the hotel will be provided.
- See the separate publicity regarding the bus and parts auction. All vehicles, equipment and parts for auction must be registered on the accompanying form, and the registration fees paid by 30 June 2001.*

Wellington Regional Council
17 JUL 2001



The Evening Post FERRY

P.O.Box 5077
Wellington
Office: (04) 499 1282
Fax: (04) 499 1288
Email: odg.ebw@xtra.co.nz

Tuesday, 17 July 2001

Dr David Watson
Manager, Divisional Transport
Wellington Regional Council
142 146 Wakefield St
P.O.Box 11 646
Wellington

FILE REF:	
T/11/10/1	
NAME	Int/Date
D. Watson	Dr
TO ACTION:	

Dear Dave

Proposed Seatoun ferry service

Further to our meeting earlier this month, I have enclosed our application for kick start funding in respect of the above.

I am a little unsure of how much detail, financial or otherwise, is required at this stage, but no doubt should you require any further information or clarification, you will contact me.

I look forward to hearing from you in due course.

Kind Regards

Jeremy Ward
Managing Director



East By West Company Limited

69772

Kick-Start Funding

(copy as required for each project or aggregated service improvement)

Regional Council Wellington

Project Description (Service Improvement/Project)

Objective <i>To set up and provide a new fast ferry commuter service from Seatoun to Queens Wharf, Wellington Central.</i>	
Location: <i>Wellington</i>	Time Period: <i>1 year minimum</i>
Features of project: <i>offering initially between 2 + 3 Am peak services Seatoun wharf to Queens Wharf and 2 - 3 PM peak services Queens Wharf to Seatoun Wharf. Duration of trip fifteen (15) minutes approximately.</i>	
Start Date: <i>Between October 2001 + February 2002</i>	Contract Period: <i>1 year minimum</i>

Rationale

Attach supporting information to show (minimum level of) rationale/analysis prepared to validate proposed expenditure

Costing Information

Median Cost Estimate: Net: <u>\$156,000</u>	Range \$ <u>130,000</u> to \$ <u>175,000</u>
Gross: <u>\$356,000</u>	Range \$ <u>330,000</u> to \$ <u>375,000</u>
Estimated Passenger Boardings to 30 June ^{Initial Year} : <u>40,000</u>	Range <u>35,000</u> to <u>55,000</u>
Estimated Passenger Kilometres to 30 June ^{Initial Year} : <u>300,000</u> km	Range <u>262,500</u> km to <u>412,500</u> km
Expected fare revenue: \$ <u>200,000</u> to 30 June ^{Initial Year}	Fare Revenue \$ <u>225,000</u> Annual Average

Basis for procurement

Procurement Method (tick one)	Contracted Trial Service	Variation to Existing Contract	New Contract let by approved CPP	Commercial Trial Passenger Transport Patronage
		✓		

Legal requirements

Does this project implement the Regional Land Transport Strategy	
Has it been included in a Regional Programme (or District Programme if delegated to TLA)	

Ongoing commitment

Attach supporting information to show regional council commitment to ongoing funding support to the project. e.g. inclusion in Annual Plan or Financial Strategy.

(copy as required for each project or aggregated service improvement)

Seatoun to Queens Wharf Wellington Proposed New Commuter Ferry Service

East By West Company Limited, the promoter of the proposed service, has operated the current Days Bay to Queens Wharf ferry service since its inception in March 1989. EBW therefore has the expertise and experience necessary to set-up, commission and implement such a new service out of Seatoun.

The socio economic makeup and population of Seatoun and its surrounding residential catchment area has many similarities with Days Bay and its surrounding Eastern Bays. With increasing peak hour traffic congestion from Seatoun into Wellington, an alternate and efficient non road based transport option by fast passenger catamaran would now be welcomed and is anticipated to be well patronised by commuters. In time this service would be expected to carry similar numbers to those now being carried out of Days Bay. i.e. up to 85,000 + passenger trips annually.

A point to note is that in making comparisons with the Days Bay commuter ferry market, the majority of existing commuters are previous car commuters and were not bus users. A similar reaction is expected with Seatoun commuters in as much as the majority of new ferry users would be existing car commuters and therefore reducing the number of vehicles on the road and not merely swapping from one public transport option to another.

There are obviously significant set up and capital costs associated with the sourcing and introduction of a suitable fast passenger vessel for the service. These costs would necessarily have to be borne in the initial year of service and hence the high level of expenditure in year one reflected in the attached kick-start funding application.

By year two, with initial set up costs defrayed, the economies of scale in managing a two vessel operation, would mean significant cost savings, which would be reflected in any future funding required.



caring about you & your environment

Report 01.257

24 July 2001

File: T/8/1/1

[01.257_.kpg.doc]

Report to the Passenger Transport Committee
By Kevin Grace, Transport Infrastructure Co-ordinator

Current Status of Passenger Transport Infrastructure Projects

1. Purpose

To update the Committee on the status of various passenger transport infrastructure projects.

2. Background

At the passenger Transport Committee meeting on 27th November 1997 the committee requested that regular updates of the status of passenger transport infrastructure projects be provided.

3. Comment

3.1 Paremata Carpark Extension and Security System

The civil works contract has been successfully completed. New lighting poles and two security cameras have been installed and are currently being tested prior to commissioning. These cameras will be monitored by Waterford Securities Ltd.

3.2 Trentham and Wallaceville Commuter Carparks and Upper Hutt Station Parking

Work at Upper Hutt Station and Wallaceville has been successfully completed. Trentham carpark expansion is due for completion at the end of the month.

3.3 New Bus Shelters Kapiti

Ten new bus shelters have been erected in the Kapiti District. The contract has been handled by Duffill Watts and Tse.

Ten new bus shelters have been erected in the Kapiti District. The contract has been handled by Duffill Watts and Tse.

3.4 **Solway Station Carpark Development**

A 20 space carpark is nearing completion at Solway Station. This work has been successfully managed by the Masterton District Council. Final sealing and marking will take place as soon as there is fine weather.

3.5 **Redwood Commuter Carpark Expansion**

Duffill Watts and Tse are currently awaiting consent approval from Wellington City before this work can proceed. Approval is expected shortly.

3.6 **Porirua Commuter Carpark Development**

Plans are still proceeding for this project which is being managed by Porirua City Council. Presently we are awaiting a Memorandum of Understanding to be confirmed between ourselves, Porirua City and Transit over land issues within the carpark area. Some areas currently occupied by the carpark are on Transit controlled land and Transit want certain conditions of use to be addressed before developments proceed. We are working with all parties so that the situation can be resolved and the contract can proceed.

3.7 **Paraparaumu Commuter Carpark Development**

Colin Smith Contracting are due to finish this development by the end of the month.

3.8 **Tawa Commuter Carparking**

Following a submission to our Annual Plan from the Tawa Community Board, plans have been prepared to increase carpark capacity at Tawa Station as part of this years budget allocation. Approximately 100 new spaces can be provided here for \$80,000.

3.9 **Ngaio Commuter Carpark**

The boundaries for expansion of this carpark have been agreed with Tranz Rail and SKM are preparing plans and costings.

3.10 **Waterloo Interchange Carparking**

Plans have also been prepared to expand capacity at Waterloo by a further 45 spaces. This is the last of the 'easy options' for Waterloo. A new area under the Waterloo Bridge could be developed along with a redesign of the existing NE carpark. Plans are with Hutt City for any consent issues to be clarified, then costings will be confirmed. This development would be funded from this years budget allocation.

3.11 **Plimmerton Commuter Carpark**

Plans have been prepared by SKM to seal and mark forty spaces in the existing carpark area for \$50,000. The work will be financed from this years budget and will be allocated once land issues involving Mainline Steam have been resolved.

4. Communication

When the Committee approved these projects back in November, our communications Department put out press releases to the appropriate local papers. Follow up reports are now appearing in papers as each project proceeds.

5. Recommendation

That this report be received for information

Report prepared by:



KEVIN GRACE
Transport Infrastructure Co-ordinator

Approved for submission by:



DAVE WATSON
Divisional Manager, Transport



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Report 01.575

2 August 2001

File: E/6/11/4

[01.575_djw.doc]

Report to the Passenger Transport Committee
By Dave Watson

Response to the Review of the Regional Land Transport Committee

1. Purpose

To discuss the paper presented at the 26 June 2001 Regional Land Transport Committee by the Chairman entitled "Review of the Regional Land Transport Committee" and to respond to the points raised in it.

2. Background

A copy of Report 01.436, "Review of the Land Transport Committee" is attached.

3. Recommendation

That the views of the Committee on Report 01.436 be reported to the next meeting of the Regional Land Transport Committee.

Report prepared by:

DAVE WATSON
Divisional Manager, Transport



E/6/11/A

1 August 2001

Councillor T McDavitt
Chairman
Regional Land Transport Committee

REVIEW OF REGIONAL LAND TRANSPORT COMMITTEE

Thank you for your memorandum of the 31 May 2001. My comments on the proposals are as follows.

- 4.2 I agree that the number of regional councillors could be reduced. They have speaking and voting rights when the issues are raised at the full Regional Council meeting. There may be some objection from councillors. With a reduced number of councillors on the Regional Land Transport Committee (RLTC) it is likely that the meeting time would reduce considerably.
- 4.4 At the present time when there are issues that require input at a national level, then representatives of the appropriate organisation are invited to attend the meeting. Bearing in mind that we are a Regional Land Transport Committee I wonder if the status quo should continue and we invite representatives of national organisations to attend when there is a need.
- 4.9 There is merit in having Transport Forums however I wonder if the attendance would differ greatly from a regular RLTC. I would support the forums for a trial period however I would recommend that the forum take the place of a RLTC meeting so there are possibly two forums and two RLTC's a year.

I hope these comments are of use when formulating the new policy.

Dave Allo
Inspector
Strategic Traffic Manager

Safer Communities Together

WELLINGTON METROPOLITAN DISTRICT HEADQUARTERS

Cnr Harris and Victoria Streets, Wellington, NZ, PO Box 693

Phone 04-382 4000, Fax 04-472 3943

Please Quote Ref:
BH:KC13

Wellington Regional Council
27 JUL 2001

26 July 2001

Wellington Regional Council
P O Box 11646
WELLINGTON

Attention: Des Darroch

Dear Sir

Please check

FILE REF:	
E / 6 / 11 / 4	
NAME	Int/Date
T. Maquie	✓
D. Darroch	✓
D. Watts	✓
TO ACTION:	
AWB	AWB

REVIEW OF REGIONAL LAND TRANSPORT COMMITTEE

The Regional Land Transport Committee at its meeting of 26 June 2001 asked members to respond to a report by the Chairman.

I welcome the opportunity and support the intention of the report; to help the Committee fulfil its roles more effectively.

In the comments that follow I have referred to the paragraph numbering in the report.

On membership (4.2, 4.4) I would support some reduction in membership numbers and a focus on the role of members as representing those bodies or interest groups who together will be responsible for the regional strategy. Thus, for example, the Passenger Transport Committee of the Regional Council should be represented by its Chair as is suggested; that person can report on the way the passenger transport elements of the strategy are being implemented. However I do not support an MOT representation, as this would be national rather than regional in nature. Should there be a need for the Committee to be briefed on national policy then a representative could be invited to attend for that meeting.

On the role of the Committee I support a division of the agenda papers as proposed in 4.7 and the rotation of venues (4.8), Agency reports would include those listed, with the possibility that safety matters could be covered jointly by Police and Land Transport Safety Authority. The Wellington Regional Council reports should be segmented into passenger transport (implementation) and strategy studies (developing). All relevant agencies should ideally report at each meeting. However there may be merit in TLAs reporting in groups, which link to the venue for the meeting to give strong local focus. Thus Kapiti Coast District Council and Porirua could report at the western meeting and so on.

70100

Other matters suggested, such as focussed forums and an induction process, are also valuable and I have little to add on these.

I would be happy to comment further on any matter that may need clarification.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Brian Hasell', with a stylized flourish at the end.

Brian Hasell
REGIONAL MANAGER



In reply please quote: EN/3/1/4
For enquires please contact: T M Davin
Extension: 8469ta
Direct Dial: 04 237 1412

Address
correspondence to:

The Chief Executive
Porirua City Council
PO Box 50218
Porirua City
New Zealand
Phone 64 4 237 5089
Fax 64 4 237 6384

24 July 2001

Chairman Wellington Regional Council
PO Box 11 646
WELLINGTON

Administration Bldg
Cobham Court
Porirua City

Attn: Terry McDavitt

Dear Sir

REVIEW OF REGIONAL LAND TRANSPORT COMMITTEE

With reference to the Review of Regional Land Transport Committee dated 31 May 2001, this was considered by the Infrastructure Committee and full Council in June 2001.

Accordingly Porirua City Councils' views on the Regional Land Transport Committee are as follow:

1. *The Chair of the RLTC be a separate person from the chair of the Regional Passenger Transport Committee.* This suggestion is agreed to as it does provide a separation of roles of the planning role of the Regional Council and its governance of a service delivery role, ie passenger transport.
2. *The number of regional Councillors on the RLTC should be reduced.* Council supports a reduction in Regional Councillors on the Committee.
3. *Servicing and resources of the RLTC should remain in the Regional Council –* yes as it is a full standing Committee of the Regional Council.
4. *RLTC suffers from a lack of national perspective.* This Council does not have any concerns about the current perspective. It is a regional committee.
5. *The TLA representative should normally be the Chair of the relevant Committee of Council or the Mayor.* This suggestion is supported although clearly it is the prerogative of the relevant territorial local authority to determine its own representation.
6. No comment.
7. *The RLTC agenda be divided into 3 sections.* It is considered that this is unnecessary. It should be noted that monitoring of the Regional Land Transport Strategy is a role of stakeholder monitoring.

8. *Revive the practice of rotating venues around the corridors.* This suggestion is supported.
9. *Four RLTC meetings a year.* Continuing this current practice is supported.
10. *A forum mailing list be established.* This proposal is supported.
11. *The RLTC communication process needs attention.* Council requests that the Mayor and Chief Executive be included in the Agenda distribution list.
12. *Induction needs to emphasise that TLA representatives have a responsibility to their TLA to report back formally from the RLTC.* This issue is not clear-cut. TLA representatives are intended to perform the stakeholder role and advise the Committee of the various interests their territorial local authority may have. They have no mandate to represent the Local Authority on significant policy issues without a formal Council resolution to support them. It is simply a mechanism for improved communication between the Regional Council and the various stakeholders. Reporting back from the Regional Land Transport Committee is important but that should be at the discretion of the representative.
13. *An introduction process should be planned for members of the RLTC.* This is supported.

These issues were discussed by Council on the basis of the draft report. However, as the final report differed in only minor ways from this draft, these responses can now be considered as Porirua City Council's response that is due by the 15th August 2001.

Yours faithfully



T M Davin
GENERAL MANAGER UTILITIES POLICY

Regional Land Transport Committee

Minute extract from meeting held on 26 June 2001

Review of Regional Land Transport Committee

Resolved

- (1) *That the reports be received.*
- (2) *That the Regional Land Transport Committee endorse the Principles of this report (Section 3).*
- (3) *That Proposals (Section 4) lie on the table for resolution at the next meeting of the Regional Land Transport Committee..*
- (4) *That representatives of agencies respond in writing to the Proposals by 15 August 2001.*



Des Darroch
Des Darroch
Senior Committee Secretary

N. Darroch 3/7/01



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Report 01.436

18 June 2001

File: E/6/11/4

[01436.tmd]

Report to the Regional Land Transport Committee

By Councillor Terry McDavitt, Chair Regional Land Transport Committee

Review of Regional Land Transport Committee

1. Purpose

- 1.1 This paper discusses principles and proposals to enable the Regional Land Transport Committee to fulfil its roles more effectively next triennium.
- 1.2 The process proposed is to circulate the paper before the June 2001 RLTC meeting (to enable agency discussion), to arrive at some consensus at the June RLTC meeting, and then to develop a final paper from this consensus for adoption at the final meeting of the RLTC this triennium, in September.
- 1.3 It is suggested a Transport Forum be held in December 2001 (at the start of the new triennium) in lieu of a RLTC meeting. The forum would review the Regional Land Transport Strategy process prior to the next review and would form part of the introduction process for new RLTC members.

2. Background

Several considerations suggest a review of RLTC membership and processes:

- 2.1 There is longstanding concern that the RLTC is too large and unwieldy, leading to lengthy meetings and processes. (It should be noted that 19 of the current membership of 25 are suggested in the legislation so there may only be marginal discretion available here.)
- 2.2 There is concern amongst some Mayors that communication of RLTC agenda and discussion is less effective than it should be – in particular that they are "left out of the loop". This has led to Mayoral discussion of regional transport issues taking place separately from the RLTC.

- 2.3 There is concern both at the Committee and among Mayors that the monitoring role of the RLTC is not being carried out systematically; it works well in respect of Crown agencies for example but less effectively in respect of local authorities. This issue assumes larger importance in the minds of Mayors in respect of urban rail futures – they see RLTC as the main monitoring channel for TLA's re rail performance.
- 2.4 Both TLA's and Regional Councillors voice questions around the apparent conflict between the Regional Council's other roles and RLTC's roles. The RLTC acts as regional transport planner and monitor but the Regional Council is also public transport purchaser (hence an agent in regional transport) and environmental policy maker (hence involved in regulatory processes affecting transport). It is felt steps should be taken to more clearly separate and identify the various Regional Council roles.
- 2.5 The transition period between successive Councils is the most appropriate time to review and process any changes. The Regional Council itself normally begins such a review around September of election year.

3. Principles

- 3.1 The RLTS is the **region's strategy** not simply the Regional Council's. To be effective it needs to be 'owned' by the bulk of the region's transport agencies. This is less likely to the extent that it is seen as mainly the Regional Council's strategy. Some separation of RLTC/RLTS from Regional Council is indicated. This would enable the Regional Council too to pursue its other roles.
- 3.2 The Strategy is well developed and technically robust but an effective strategy process does not end there. Robust **implementation and monitoring** processes are also necessary. Notwithstanding the limits placed on implementation by the national decision-making framework the strategy still needs drivers working towards its implementation and monitoring. Implementation is mainly in the hands of agents (including TLA's and the Regional Council) but TLA agents currently do not report their activity, progress, or blockages. The modelling process used in developing the RLTS requires ongoing monitoring. Models date and unmeasured indicators are redundant. The legislative requirement for Annual Reporting on the RLTS provides an appropriate vehicle for monitoring implementation and should be upgraded in the RLTC's agenda.
- 3.3 As 'the only channel for community input into transport decisionmaking' (LGNZ description of RLTS/RLTC mechanism) the transport strategy process needs to connect much better with the community directly – ie. not just transport agents but also users and neighbours. Communication activity around the RLTS needs to be improved.
- 3.4 At **national** level a number of policy directions are being formulated that will or could have implications for the RLTS – as well as a National Land Transport Strategy and a revised Road Safety Strategy, these include an Energy Efficiency Strategy and a Climate Change Strategy. There needs to be a better connection between the RLTC and national policy advisors.

4. Proposals

4.1 During the initial period of the RLTC the Chair of the RLTC was a separate person from the Chair of the Regional Passenger Transport Committee. The present alleged confusion roles can be partially addressed by *appointing the next Chair of the RLTC as a separate person from the Chair of the Regional Passenger Transport Committee*. Such separation would underline the different roles being executed. For servicing and accountability reasons the Chair of the RLTC should still be a regional councillor, for the RLTC formal reporting (and budgeting) is done via Wellington Regional Council.

... 4.2 The *number of regional councillors on the RLTC should be reduced*. The current number swells the Committee unnecessarily and underlines the impression of Regional Council dominance. The public transport advocacy/monitoring role already has the Passenger Transport Committee Chair, a user representative and technical influence on the RLTC. Further, the number in Wellington is out of alignment with other regional practice (see **Attachment 1**). It is suggested that the number be reduced by appointing in addition to the Chair of the RLTC, only the Chair of the Regional Council, the Chair of the Passenger Transport Committee and the Chair of the Environment Committee (4) with their deputies nominated as stand-ins. An alternative would be to appoint one representative of each regional constituency (5). There seems no reason to appoint any more than 5 regional councillors.

4.3 Servicing and resourcing of the RLTC should remain in the Regional Council for reasons of accountability (the ratepayer share of planning costs is spread regionally) and efficiency/capability. The procedure by which the *RLTC reports formally to Regional Council must therefore remain*

4.4 The RLTC suffers from a lack of a national perspective. The need for a national perspective will be underlined further by the development of a National Land Transport Strategy and some guidance on the degree to which other government strategies (climate change? regional development?) would be appreciated. It is noted that some other regions have a MOT representative on the RLTC and it is proposed *that a MOT representative be invited to the RLTC table*.

4.5 The TLA connection with the RLTC is problematic and needs to be strengthened. It is suggested that the *TLA representative should normally be the Chair of the relevant Committee of Council, or the Mayor* and that either may deputise for the other. Further strengthening of connections is addressed below.

4.6 The only other current representation on the RLTC that is truly discretionary is the Regional Chamber of Commerce. This representation was established principally around the development of a new RLTS, to recognise that the Chamber was a genuine regional interest group and to recognise that regional economic development, while an objective of the RLTS, was not otherwise represented. These arguments are still powerful, but perhaps the proposed transport forum mechanism would suffice. Others who occasionally express interest in the RLTC table are Tranz Rail, and bus and Coach Operators. As public transport operators, their interest is represented through the Passenger Transport Committee. They have ordinary participation rights should they feel the need to exercise them. It is suggested that their interests would be accommodated through the transport forum mechanism. For guidance of discussion the relevant legislation is appended (**Attachment 2**)

4.7 To remind RLTC members of the ongoing nature of their various roles it is proposed that the *RLTC agenda be divided into three sections:*

- (1) Developing the RLTS
- (2) Implementing the RLTS
- (3) Monitoring the RLTS

Agency reports come under "implementing" and would normally include Transit New Zealand, Land Transport Safety Authority or Police, Transfund or Ministry of Transport, Wellington Regional Council and one TLA, (ie. 5 per meeting). It is suggested Transfund and MOT would alternate their reports and similarly LTSA and Police.

4.8 It is proposed to revive the practice of *rotating venues around the corridors* (Western, Wellington, Hutt, Wairarapa), to invite the hosting locality to present its report on its RLTS related activity since the last meeting at that location and to arrange an on-site tour of 1-2 significant transport issues chosen by the host. This was a previous practice, it was first phased down and is now discontinued completely. Initially it is suggested that half of the meetings be at rotated venues. A programme would be drawn up early in the triennium. Convenience is a powerful argument against rotation and the fact that a core of RLTC members were veterans who had seen it all before added weight to that argument. But most RLTC members, next triennium will not be veterans in that sense, and the intermediate period has seen a loss of RLTC familiarity with local transport issues – and just as importantly a loss of local connection with the RLTC. Tying the TLA implementation report to the local visit will reduce the reporting burden on each TLA (and heighten the significance of the actual report) and the 'absorbing' burden on RLTC members. Relevant Councillors of the host authority could attend (but not speak) at the RLTC meeting in their area.

4.9 Practice has established 4 RLTC meetings a year. It is not proposed to change that, but it is proposed to *revive Transport Forums and to hold up to two annually*, in approximately June (to deliver the Annual Report) and approximately December. Forums enable the wider community interested in transport issues (interest groups, non-RLTC Councillors with an interest in transport and officers of agencies) to mingle with RLTC members, enable relevant national and international speakers to attend and be quizzed, enable working group sessions to take place and/or enable focus on a particular policy, issue or corridor. They normally take half a day and take place at a 'neutral' venue. Forums are strongly oriented around development of the RLTS – especially the pre-public consultation stages and the introduction or discussion of relevant national policy – the 2002/03 period will therefore see a need for forums anyway.

4.10 As a step towards Transport Forums it is proposed to *re-establish a 'forum mailing list'* of invitees to each forum. Such a list already exists but needs updating. Suggested inclusions would be regular "public participants", principal transport consultants, transport and related officers of agents (Crown, Regional Council, TLA's), Councillors on the relevant TLA or Regional Council Committee, iwi representatives, representatives of operators, representatives of "transport-affected interest groups" (eg. Regional Economic Development Agency, Chamber of Commerce, Port and Airport, Tourism) relevant government agencies (MfE, EECA), some community representatives. The forum and forum mailing list is seen as a primary vehicle for pre-public consultation in development of the RLTS.

- 4.11 The *RLTC communications process needs attention*. Formal order papers have statutory timelines but agendas should be sent to the Mayor and CEO of each TLA and also the RLTC representative and principal transport officer. Where possible and appropriate **principal papers** can be circulated separately up to a month in advance, as in recent practice, the intention being to assist the 'representative' function of members.
- 4.12 Induction needs to emphasise that *TLA reps have a responsibility to their TLA to report back formally* from the RLTC and that assistance is available to expedite that. For example, the recent innovation of a **Chair's Report** on the RLTC meeting should be continued and it is suggested that it be attached to (or form the basis of) any report to the next relevant TLA committee. The Chair's report could be circulated more widely to the 'forum mailing list'.
- 4.13 An *introduction process* should be planned for members of the next RLTC. It can cover familiarisation with legislation and the current RLTS, the RLTS procedure including reporting back, the roles of the RLTC, current developments (NLTS etc.) and the programme for the triennium.

5. Recommendations

- (1) *That the report be received.*
- (2) *That the Regional Land Transport Committee endorse the Principles of this report (Section 3).*
- (3) *That Proposals (Section 4) lie on the table for resolution at the next meeting of the Regional Land Transport Committee.*
- (4) *That representatives of agencies respond in writing to the Proposals by 15 August 2001.*

Report prepared by:



COUNCILLOR TERRY McDAVITT
Chair, Regional Land Transport Committee

Attachment 1 : Composition of Regional Land Transport Committee

Attachment 2 : Legislation Excerpt

Composition of Regional Land Transport Committee

Compilation of Responses of regional transport officers, December 2000

Region	Regional Councillors	TLA Reps	Crown Reps	User/Other Reps	Total
Northland	5	3	4	2	14
Auckland	5	7	4	7*	23 ⁽¹⁾
Waikato	6	12	4	6	28
BOP	4	6	4	3	17
Taranaki	4	3	3	4	14
Manawatu-Wanganui	3	7	3	3	16
Gisborne	15*	NA	0	0	15 ⁽²⁾
Hawkes Bay	2	4	4	3	13
Wellington	9	8	4	4*	25 ⁽³⁾
Nelson/Tasman	NA	4	3	5	12
Marlborough	NA	6	3	3	12
West Coast	6	0	0	0	6 ⁽⁴⁾
Canterbury	4	11	4	7	26
Otago	3	5	3	3	14
Southland	4	3	4	3	14

- (1) Includes Infrastructure Auckland
 (2) Whole Regional Council (United Council)
 (3) Includes Chamber of Commerce
 (4) Augmented for development of Regional Land Transport Strategy

Cf. 1993, No. 88, s. 29H

178. Regional land transport committees—(1) Every regional council must establish a land transport committee under this section for its region.

(2) Each regional land transport committee is to consist of such persons as may from time to time be appointed by the regional council, and, in making such appointments, the council may appoint any persons whom it considers to be suitable, including (but not limited to) representatives of all or any of the following:

- (a) The Authority:
- (b) The Board:
- (c) Transit New Zealand:
- (d) The Commissioner:
- (e) The regional council:
- (f) The territorial authorities in the region (if any):
- (g) Commercial road users:
- (h) Private road users:
- (i) Railway operators:
- (j) Public transport users:
- (k) Representatives of cycle users and pedestrians:
- (l) Passenger service operators.

(3) The functions of each regional land transport committee are to prepare for approval by the relevant regional council the regional land transport strategy prepared under section 175 and the regional programme prepared under section 42F of the Transit New Zealand Act 1989 for its region.

(4) The provisions of the Local Government Act 1974 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional land transport committees.

(5) This section does not apply to the Chatham Islands Council.

Cf. 1993, No. 88, s. 29I

~~**179. Duty to consult in respect of regional land transport strategy**—(1) Before finalising a regional land transport strategy, the relevant regional council must consult each of the following:~~

- ~~- (a) The Authority:
 - (b) The Board:
 - (c) Transit New Zealand:
 - (d) The Commissioner:
 - (e) The territorial authorities in the region (if any):
 - (f) The adjoining regional councils and territorial authorities:
 - (g) Commercial road users:
 - (h) Private road users:
 - (i) Railway operators:
 - (j) Public transport users:~~

To be resolved

That the public be excluded from the following part of the proceedings of this meeting namely:

- (1) *Contract 1198: Real Time Information System Results of Tender*
- (2) *Tranz Metro Wellington Sale Issues and 2001/02 Contract Negotiation*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
(1) <i>Contract 1198: Real Time Information System Results of Tender</i>	<i>Because of the need to carry on negotiations (including commercial confidentiality)</i>	<i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist (ie to preserve commercial confidentiality).</i>
(2) <i>Tranz Metro Wellington Sale Issues and 2001/02 Contract Negotiation</i>	<i>Because of the need to carry on negotiations (including commercial)</i>	<i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist (ie to carry on commercial negotiations).</i>

This resolution is made in reliance on section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act, or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

Wellington Regional Council (1) and (2)