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Committee Passenger Transport
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Other Matters of Interest - March 2003

1. Purpose

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

2. Financial Performance (Mark Waddington)

For the six months ended 31 December 2002 the Division is showing an operating surplus of \$519,000 which represents a \$358,000 favourable variance on the budgeted surplus of \$161,000.

Major elements of the \$385,000 favourable variance are as follows:

- a \$308,000 favourable variance with new kick-start services to be finalised following the completion of the Hutt Valley services review.
- A \$240,000 favourable variance with patronage revenue claimed to date below budget.

3. Tranz Rail Issues (Dave Watson)

3.1 Current contract

The current contract with Tranz Rail Limited for the provision of Tranz Metro Wellington services went onto a month by month basis from 1 January 2003. In January there were service performance issues resulting from speed restrictions being placed on parts of the Wellington track network by the LTSA. The LTSA were concerned about safety related to the potential for the track to buckle on hot days. In the first week of January 2003 the disruption to the Tranz Metro Wellington services was so great that we withheld 15% of the contract payments for that month to reflect the cost of the services not provided.

The January service disruptions, which are the responsibility of Tranz Rail, affected the patronage levels but to what extent is unclear. As a consequence, and in keeping with the Council's previous policy decision to recoup any Transfund New Zealand patronage growth funding decline due to an operators

own actions (such as a non sanctioned fare increase), we have made a reduction in the contract payment for the months of January and February of \$104,167 per month as an estimate of the loss of patronage growth funding that the Council has forgone (at an annual basis this is a \$1,250,000 deduction based on a 5% loss of peak patronage).

Tranz Rail have been advised that both these deductions, or a portion of them, will be repaid once they have provided statistical evidence supporting such a repayment.

3.2 CPP

Transfund New Zealand when approving a CPP can specify any conditions that it requires to be included in any contract formed under the CPP and any terms and conditions that cannot be included. We have supplied a draft contract to Transfund and are meeting to resolve issues relating to their expectations. Once these matters are resolved it is expected that the necessary approvals, to proceed to implement the CPP, will be obtained at the Transfund Board's April meeting.

The Council will then have six months to seek international tenders and negotiate with the successful tenderer for the provision of the Wellington urban rail services. It is interesting to note that two prospective tenderers have already approached the Council to make themselves familiar with the likely process.

3.3 English Electric units

The Council at its 13 June 2002 meeting approved the inclusion of a programme for the refurbishment of the English Electric carriages in the Council's 2002/03 Annual Plan and Long Term Financial Strategy. That approval was subject to a number of conditions designed to protect the investment of the Council's and Transfund's money in the event of a sale of Tranz Metro Wellington.

Officers have worked with Transfund New Zealand officials and Tranz Metro Wellington management to seek an appropriate way forward. At this point it is the agreed view of Transfund New Zealand and ourselves that Tranz Rail Limited should undertake the English Electric refurbishment programme as soon as is practical and that any funding support from Transfund and the Council will form part of the long term contract with the successful tenderer through the soon to be approved CPP process.

4. Staff Changes (Dave Watson)

The new Transport Division structure came effective on 1 January 2003. There are a number of new staff and six existing staff have or will soon have moved on.

The new staff are:

- Carolyn Lefebvre – Manager Transport Procurement

- Joe Hewitt – Manager Access Planning
- Ruth Henderson – Contract and Quality Assurance Manager
- Gunther Wild – Access Planning Analyst
- Kathy Newton – Accountant
- Lesley McConnell – Access Planning Policy Advisor

The six that have left the Division are:

- Barry Leonard
- Nick Sargent
- Hayden Vink
- Barbara Reihana
- Juliet Reid
- Mark Waddington

We have several unfilled positions, particularly in the Access Planning Department, which we are trying hard to fill.

5. Legislation (Dave Watson)

The Land Transport Management Bill is moving into its select committee stage. The Council made a submission on the Bill and has sought an opportunity to present it to the select committee. The Bill if enacted in its present form would allow regional councils, as of right, to own passenger transport infrastructure costing less than \$100,000. Above that figure these councils would need to seek approval from the Minister of Transport. Public transport operators could also be owned by a regional council if the Minister allows.

The legislation appears to be trying to make roading the business of Transit and territorial local authorities and public transport the business of regional councils. Besides owning passenger transport infrastructure regional councils will be able to fund these facilities, removing the need for complicated service agreement contracts with territorial local authorities.

6. Public Transport Update (Anthony Cross)

6.1 Kapiti Coast service changes

New Kapiti Coast bus timetables will come into effect on Monday 31 March 2003.

6.2 Otaki

In the case of the Otaki service the opportunity has been taken to change the service after the first nine months operation of the two-year trial contract, taking into consideration feedback received when we consulted with the community in September last year, and input from Tranzit Coachlines, the contracted operator.

The following changes will be made to the service from 31 March 2003:

- The route within Otaki will be extended to include Waerenga Road, Bell Street, Kirk Street and Aotaki Street at the beginning of the route, and Rahui Road, Freemans Road, Te Manuao Road on the plateau to the north-east of the town.
- The 5.45 am Monday to Friday service from Otaki to Waikanae (connecting with the Mana Coach Service Kapiti Commuter bus to Wellington) will be discontinued.
- The current 5.15 pm Monday to Friday service from Waikanae to Otaki will now start from Paraparaumu Station at 5.15 pm.
- The Saturday service will include an extra return service to give opportunities for shorter-duration trips to and from Paraparaumu. Currently, based on consultation with the Kapiti youth council, the Saturday service has a 10.00 am trip from Otaki to Paraparaumu and a return service at 6.00 pm. There will now be an early afternoon round trip as well.

6.3 Waikanae

Improvements to the Waikanae service are being introduced following last year's re-tendering. Mana Coach Service will continue to operate the service.

From 31 March 2003 the Monday to Friday interpeak and Saturday services will operate every 30 minutes instead of hourly. On Saturdays the last bus from Paraparaumu will now be at 7.00 pm instead of 5.00 pm. The rationale for these improvements is that the Waikanae route continues to show very healthy patronage growth notwithstanding that the service is only a decade old, and that it makes sense to encourage continued public transport patronage growth out of Waikanae in anticipation of the railway electrification extension.

6.4 Otaihanga and Hemi Matenga

The Otaihanga and Paekakariki shopper services will now be operated by Paraparaumu Taxis instead of Mana Coach Service. They will operate daily on weekdays instead of only twice weekly. The Otaihanga route will be extended to and from the Hemi Matenga area of Waikanae, east of the railway line.

6.5 Porirua service changes

Two Porirua contracts - the Ascot Park to Porirua route and Eastern Porirua school bus services - were put out to tender recently. The incumbent operator, Mana Coach Services, was the only tenderer in each case. Following acceptance of one of Mana's alternative tenders, the Ascot Park to Porirua service has, since 2 March 2003, operated half-hourly instead of hourly on Sundays, bringing its weekend frequency more into line with other routes which have a 15 minute weekday interpeak service.

6.6 Porirua Pak 'N Save

At its last meeting on 18 November 2002 the Committee was presented with a petition requesting that the Porirua Citylink service be extended to serve the new Pak N Save supermarket in Parumoana Street. The recent tender round gave Mana Coach Service the opportunity to put forward alternative tenders which provided for the Citylink route to be extended to and from Pak N Save, and for the frequency to be upgraded from 15 to 10 minutes. Because of the tightness of the current timetable, the route extension can only be implemented by increasing the number of buses on the route from two to three, at a cost of \$77,000 per annum.

We have accepted this proposal as an interim measure only, since one of the primary objectives of the Porirua Bus Service Review (see below) will be to achieve better service from all parts of the Porirua Basin to the very dispersed Porirua central business district. Ideally this will remove the need for the dedicated Citylink "CBD distributor" service. Given the constraints of Porirua CBD's street network, we cannot guarantee that Pak N Save, or any other retail business, will be able to be served directly by the bus network in the long term. Having said that, it is refreshing to have a retailer so active in his support for a bus stop outside his frontage!

6.7 Kenepuru Hospital and Ranui Heights

A further alternative submitted by Mana was a proposal to downgrade the 15 minute Kenepuru Hospital service which was instituted as a trial from 9 April 2001 at the request of the Capital and Coast District Health Board. The service level has not proven to be justified. The resources allocated to it can be better employed on a 30 minute service to the Hospital alternating with a 30 minute service to the suburb of Ranui Heights, which currently has no service. A date has yet to be chosen for this change to take effect.

6.8 Porirua Service Review

We hope to launch the first stage of consultation on the Porirua Bus Service Review within the next few weeks. Regional and Porirua City councillors will receive copies of the household leaflet in advance of the general letterbox drop. In addition to the need to provide better access to all parts of the CBD, as mentioned above, a primary objective will be to maximise the benefits of the proposed Mungavin Bridge bus-train interchange facility.

We will be better able to provide a more precise timeframe for the Porirua Review once the Hutt Valley implementation has progressed further.

6.9 Wellington Northern Ward service changes

There are outstanding issues from the Newlands, Johnsonville, Churton Park service review of late 2000, which we hope to address by way of a “mini” review and consultation later this year. The most pressing of these relates to the Papanangi and Grenada Village area, but there are also issues affecting the Churton Park and Johnsonville West routes.

6.10 Manners / Dixon / Willis / Victoria Street changes

Wellington City Council is currently consulting on three options for upgrading the street network in this area, which is a source of considerable delays to buses, especially in the evening peak period. We will be expressing our support for whichever option which delivers the most benefits to bus passengers.

7. Monitoring (Carolyn Lefebvre)

The tables below show the levels of missed or delayed bus trips for the months of December 2002 and January 2003.

Both December and January saw a reduction of services due to the holiday season.

In Service Failures Resulting in 11 Minute + Delays		
December 2002		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	15	0.07%
Cityline	19	0.18%
Stagecoach	17	0.04%

In Service Failures Resulting in 11 Minute + Delays		
January 2003		
Operator	Number of Services	% of total services
Runciman Motors	Nil	Nil
Community Coach Services	Nil	Nil
Mana/Newlands	15	0.01%
Cityline	11	0.12%
Stagecoach	18	0.07%

8. Patronage Information (Mark Waddington)

Patronage revenue of \$1,750,000 was budgeted for the 6 months ended 30 December 2002. For the 6 months ended 31 December 2002 returns from operators equated to actual patronage revenue of \$1,538,613.

Patronage revenue is earned in four categories of measurement:

- increase in passenger boardings in peak period
- increase in passenger kms in peak period
- increase in passenger boardings in off peak period
- increase in passenger kms in off peak period.

Increases are measured in relation to the baseline data. The baseline data represents the passenger numbers and kms on the Wellington network for July 1999 – December 1999.

TABLE 1 – SUMMARY OF PATRONAGE REVENUE BY PAYMENT CATEGORY TO 31.12.02

Category	Patronage Rate	Patronage Increase	Patronage Increase %	Patronage Revenue (\$s)
Peak Boardings	\$1.05	+459,018	+ 6.9%	+ 481,969
Peak Kms	\$0.17	+ 4,502,021	+ 5.6%	+ 765,344
Off Peak Boardings	\$0.15	+690,232	+ 9.6%	+ 103,535
Off Peak Kms	\$0.06	+3,129,419	+ 8.8%	+ 187,765
Total				+1,538,613

Table 2 below further analyses the patronage % increases within the region.

TABLE 2 – PATRONAGE GROWTH %S BY MAJOR AREA GROUPING

Area Grouping	Peak Boardings	Peak Kms	Off Peak Boardings	Off Peak Kms
Rail	+ 1.7%	+ 3.0%	+ 5.5%	+ 5.0%
Buses – Wellington	+ 8.5%	+ 9.0%	+ 7.5%	+ 8.2%
Buses – Newlands to Kapiti	+ 30.8%	+ 42.0%	+ 33.0%	+ 49.1%
Buses - Hutt Valley	+8.2%	+8.5%	+ 10.6%	+ 10.1%

9. Infrastructure Update (Kevin Grace)

9.1 Petone station

Lease agreements have now been drawn up and agreed to between ourselves and Tranz Rail as follows:

- a) Lease of land -Tranz Rail to Hutt City
- b) Lease of station building - Hutt City Council to Tranz Rail

These documents are now before Hutt City for their approval. As soon as their approval is received we will begin the process of calling tenders for the construction of a new station at Petone. Remember that this brings us to the end of a process started some years ago where the community was involved in choosing a new station design to replace the existing dilapidated structure. Construction is expected to begin before the end of the current financial year.

9.2 Security issues at commuter carparks

Since October last year there has been an increase in incidents of thefts from cars and thefts of cars from Waterloo, Melling and Petone commuter carparks. This mirrors what has been happening in some carparks on the western line as reported last November, and is also a problem around various streets in many city suburbs in our region.

As part of our response to this problem we have supplied the police with updated plans of the carpark layouts and locations for identifying where incidents take place. In addition, we had Harbour City Security conduct random security patrols prior to Christmas and have plans to continue with these in the immediate future. The police are also patrolling these carparks when they are passing and we have talked to them about co-ordinating future visits with Harbour City Security.

Cr Evans asked at the last Council meeting what we could do to further improve security at these carparks. Besides the above patrols and security cameras, such as at Paremata, the next step is to consider security fencing part of the carpark with a lockable entrance. Such a fenced area would be locked at say 9.00 am and unlocked at 3.30 pm by the Council's security firm. To recover some of the costs involved it might be feasible to have a charging system. Should Councillors be interested in this proposal officers would then seek an appropriate site or sites and consider all the ramifications.

9.3 Carpark development

Tenders are about to be let for expanding Melling and Taita commuter carparks. Both jobs will form one contract to save costs, and will be done in co-operation with Hutt City to attract 40% Transfund subsidy. The Melling expansion will include new lighting to help improve security, and will complement nearby street lighting being done by Hutt City.

9.4 Wellington bus lanes

Attachment 1 is a copy of a report that went to the Wellington City Infrastructure Committee last month. It shows the benefits being achieved for all road users at the three new CBD bus lanes introduced about six months ago. Recently the City has put in place the Hunter Street bus lane and traffic light changes as well as greening other bus routes through the CBD. Most of these changes were managed through the Wellington City QPA group.

10. **ATRF – Wellington (Tony Brennand)**

The Australasian Transport Research Forum (ATRF) is the premier research forum for transport issues and research in Australia/New Zealand. The Forum is held once a year and is traditionally held in rotation in each Australian state with a one in ten year visit to New Zealand. This year on 1-3 October it will be in Wellington. The Forum convenor is Tony Brennand and he is being assisted by a wide range of people from other agencies.

11. **RTO Meeting 28 February (Dave Watson)**

A meeting of the Regional Transport Officers Group was held on Friday 28 February 2003. Some matters of interest to Councillors that were raised at the meeting were:

- Transfund will be releasing its “back to basics” review of patronage funding on 1 April 2003. They will hold a national workshop for councillors and staff on 16 April 2003 at the Intercontinental Hotel, Wellington. Deadline for submissions on their proposal will be 13 June 2003. Implementation on 1 July 2003.
- Transfund is doing a concessionary fares and Total Mobility review. They are doing a stakeholder survey, a discussion paper and a consultation process leading to national policy outcomes effective from 1 July 2003.

12. **Lambton Interchange (Dave Watson)**

Lambton Interchange will be open to the public on Monday 10 March, and officially opened on 2 April 2003 by Margaret Shields and Kerry Prendergast. The Interchange consists of several elements:

- Improvements to the pedestrian subway under Featherston Street.
- Improvements to the railway station forecourt including pedestrian shelters and improved crossing points on Bunny Street.
- Provision of a relocated bus station building and bus turn round area at Lambton.
- Improved pedestrian access through to Molesworth and Mulgrave Streets.
- Relocation of bus routes to and from Lambton.

- Shorter pedestrian routes to and from the railway station.

The project was budgeted to cost no more than \$10,830,000 and was proposed to be funded through several sources over a number of years. Some elements were directly funded by the Council in the year they were undertaken, eg the pedestrian subway improvement and some are being funded through an eight year service agreement with Wellington City Council, eg the terminal building. At one point the project was delayed over the issue of Transfund New Zealand's funding contribution. This unfortunately resulted in a reduction of \$500,000 in Transfund's contribution as part of their contribution was time based. This reduction in funding was overcome by making greater use of Adshel shelters.

Wellington City raised a loan to fund the bus terminal and some of the pedestrian shelters. The financial costs of that loan will be covered by the service agreement between the councils. At the end of the eight years Wellington City Council will own the asset debt free.

13. Visitors (Dave Watson)

The American Ambassador Charles Swindells invited some New Zealand people involved in transport issues to a conversation with Mr Neil Goldschmidt on 11 March 2003. Mr Goldschmidt was a former Mayor of Portland, a former Governor of Oregon and a former Secretary of Transportation. I was one of those invited.

14. Communications

There are several matters, of local interest, that should be promoted through the local community newspaper.

15. Recommendation

That the report be received and the extensive information be noted.

Report prepared by:

Dave Watson

Divisional Manager Transport

Attachment 1: Bus Priority Lanes Monitoring Report to WCC City Infrastructure Committee Report