



Report **06.549**
Date 25 September 2006
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Committee **Passenger Transport Committee**
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Transport Information Bulletin

1. Purpose

To provide information of transport issues not covered by other reports.

2. Significance of the decision

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

3. Financial Update

Financial result for the two months ended 31 August 2006

3.1 Net Operating Result

The financial result for the two months ended 31 August 2006 is a \$0.350m operating surplus. The forecast full year operating deficit for 2006/07 is \$2.608m. The financial result and explanation for the key variables are summarised in the tables below.

Public Transport Division
Statement of Financial Performance for the Two Months Ended 31 August 2006

\$ Thousands	Year To Date				Full Year			
	Actual	Budget	Variance	Variance %	Forecast	Budget	Variance	Variance %
Rates Revenue	5,116	5,116	0	0.0%	30,697	30,697	0	0%
Grants & Subsidies	5,935	6,572	637	9.7%	102,864	100,365	(2,499)	-2%
External Revenue	28	25	(3)	-13.8%	148	148	0	0%
Investment & Other Revenue	13	20	7	36.3%	122	122	0	0%
Internal Revenue	8	135	127	93.8%	809	809	0	0%
Total Revenue	11,100	11,868	768	6%	134,640	132,141	(2,499)	-2%
Rail Operating Contracts	2,947	2,956	9	0%	17,846	17,737	(109)	-1%
Diesel Bus Operating Contracts	4,998	4,033	(965)	-24%	28,762	24,195	(4,567)	-19%
Trolley Bus Contracts	814	1,086	272	25%	6,515	6,515	0	0%
Ferry Operating Contract	18	15	(3)	-22%	115	90	(25)	-28%
Rail Rolling Stock	17	1,201	1,184	99%	8,077	8,077	0	0%
Bus Priority Measures	(0)	0	0	0%	(1)	0	1	0%
Carpark Developments	6	6	0	0%	39	39	0	0%
Bus Stop & Shelter Maintenance	117	175	58	33%	1,053	1,053	0	0%
Park N Ride Development	99	15	(84)	-579%	777	779	2	0%
Wellington Interchange Project	103	103	0	0%	617	617	0	0%
Waterloo Interchange Project	46	52	6	12%	309	309	0	0%
Johnsonville Line Project	0	0	0	0%	0	0	0	0%
Rail Development Project	0	0	(0)	0%	410	0	(410)	100%
Western Corridor Rail Projects	0	0	(0)	0%	500	500	0	0%
Total Mobility Scheme	176	309	133	43%	1,864	1,864	0	0%
Integrated Ticketing Maintenance	0	0	0	0%	500	500	0	0%
Rail Rolling Stock Maintenance	0	6	6	100%	38	38	0	0%
Rail Station Upgrades & Maintenance	18	30	12	39%	182	182	0	0%
Service Improvements	151	2	(149)	100%	1,546	1,546	0	0%
Subtotal Procurement Unit	9,510	9,989	479	5%	69,148	64,040	-5,107	-8%
Integrated Ticketing -Design	(7)	9	15	174%	107	107	0	0%
Service Design Studies	0	3	3	100%	125	125	0	0%
Total Mobility Scheme Extension	0	0	0	0%	941	941	0	0%
Subtotal Design & Development Unit	(7)	12	19	154%	1,173	1,173	0	0%
Transport Systems	132	103	(28)	-27%	233	233	0	0%
Marketing & Promotion	127	168	41	25%	1,117	1,117	0	0%
Subtotal Metlink Unit	258	271	13	5%	1,350	1,350	0	0%
Total Project Expenditure	9,762	10,272	510	5%	71,670	66,562	(5,107)	-8%
Administration and Overheads	772	857	85	10%	5,144	5,144	0	0%
Other	216	224	8	4%	1,351	1,351	0	0%
Total Expenditure	10,750	11,353	603	5%	78,165	73,058	(5,107)	-7%
Net Surplus (Deficit)	350	515	165	32%	56,475	59,084	2,608	4%

3.2 Explanation for Key Variances

3.2.1 Rail Operating Contracts

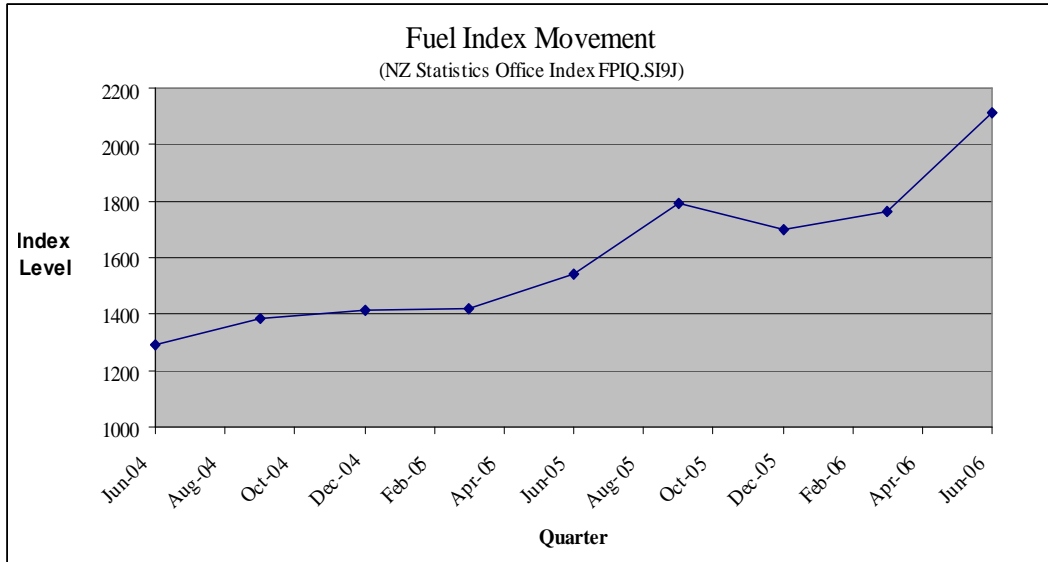
The \$109k full year variance is due to underestimate of the cost of inflation on the rail contract for the period April to June 2006.

3.2.2 Diesel Bus Operating Contracts

The forecast full year result for diesel bus operating contracts is an over-spend in expenditure of \$4.5m due to the higher than budgeted cost of inflation on bus contracts. Should this event arise the impact on GWRC is a net operating deficit of \$2.068m (as Land Transport NZ contribute 50% toward the cost of bus operating contracts). However it is too early in the financial year to reliably forecast the full year result. As we have identified this risk early in the financial year we can plan for this contingency well ahead. Options are currently being considered around funding the potential budget overrun in

inflation costs. As at 31 August 2006 the budget overrun in inflation on bus contracts was \$0.965m.

The 2006/07 budgets were prepared based on the assumption that the inflation rate would not rise significantly higher than that of the period January to March 2006. However the fuel and oil index (which is a component of the Land Transport NZ inflation index) continued to rise significantly in the period April to June 2006 and again in the period July to September 2006.



3.2.3 Trolley Bus Operating Contract

Expenditure on the trolley bus operating contract is \$0.272m underspent as at 31 August. This variance has arisen because the new trolley bus contract has not yet been signed and payment is being made against the old contract

3.2.4 Rail Rolling Stock

The year to date underspend of \$1.184m has arisen due to the delay in signing the rail contract. The full year budget is expected to be fully spent by year end.

3.2.5 Rail Development Project

The forecast full year budget overrun of \$0.410m relates to the audit requirement for the Division to hold an Asset Management Plan and Land Transport NZ conditions of funding for new rolling stock that we have a rail ownership plan. Re-budgeting of this project from 2005/06 did not occur, thus costs for this project have not been taken into account in the 2006/7 budget. Consideration will be given in the mid-year re-budgeting process to reprioritise of other work to fund this project.

3.2.6 Total Mobility Scheme

The year to date underspend of \$0.133m is considered to be a timing difference only.

3.2.7 Service Improvements

The year to date overspend of \$0.149m relates to an earlier start on bus improvement projects and is considered to be a timing difference only.

3.3 Capital Expenditure

Capital Expenditure is \$0.604m under-spend as at 31 August. The full year budget is expected to be fully spent by year end

Public Transport Division
Capital Expenditure YTD 31 August 2006

Project	Year To Date				Full Year Forecast			
	Actual	Budget	Variance	Variance %	Forecast	Budget	Variance	Variance %
Rail Rolling Stock	96	583	487	-100.0%	80,292	80,292	0	0.0%
Rail Station Upgrades & Maintenance	0	167	167	100.0%	1,000	1,000	0	0.0%
Bus Service Improvements	0	0	0	0.0%	1,000	1,000	0	0.0%
Integrated Ticketing	0	0	0	0.0%	360	360	0	0.0%
Rebudgeted Item	0	(50)	(50)	100.0%	0	0	0	0.0%
Total Capital Expenditure	96	700	604	86.3%	82,652	82,652	0	0%

3.3.1 Rail Rolling Stock and Rail Station Upgrades

These projects are under-spent by \$0.487m and \$0.167m respectively as at 31 August. This is a timing issue that has occurred due to delays in signing the rail contract. It is anticipated that the full year budget for each project will be spent by year end.

4. Rail Update

4.1 Wairarapa Passenger Cars

On 14 September 2006 Rhona Hewitt, Angus Gabara (Greater Wellington Regional Council officers) and Giles Dallaway (Engineer to Project – Halcrow) visited the Toll Hillside factory in Dunedin to review the manufacturing progress of the project. The following is the status of the first 5 cars:

- SW1 passenger car – Delivery on target. The interior fit-out is progressing well with all major panels, luggage racks and under-seat heaters in place. A trial fit up of the windows was also underway. SWS1 buffet car – Work is well underway and side framing is being assembled.
- SWG1 generator car – Side framing is being assembled.
- SW2 passenger car - Has been stripped and is now in the process of rebuilding. The car structure of this vehicle – direct from the UK – was in better condition than those that had been stored at Hutt for some years.
- SWG3 generator car – Has been stripped.

All the donor bodysells from the UK are now in New Zealand. Two were at Hillside, the next is due for dispatch shortly and the remainder are due for stripping in Auckland.

Toll have been requested to prepare a formal contract variation for a luggage van, the proposal is to include a passenger information display system (PIDS) master controller, securing mechanisms for bicycles, and spare generating capacity.

Toll had prepared a revised delivery schedule that changes the delivery pattern for the cars and enables a 4 car train to be used from service introduction onwards.

4.2 New Electric Multiple Units (EMUs)

A major milestone was achieved on Monday 25 September with the release of the Expression of Interest documentation for 58 EMUs following Land Transport New Zealand's approval of a Procurement Procedure for the purchase.

Interested suppliers have until 25 October to ask questions, and until 7 November to prepare and deliver their submissions. From the tendered submissions three to four manufacturers will be short-listed and invited to respond to a Request for Tender (RFT).

The aim is to release the RFT before Christmas 2006 and contract award middle of 2007.

5. Bus update

5.1 Bus Capacity Issues

5.1.1 Wellington City

Following discussions with Stagecoach we can confirm that a revised proposal for extra bus services has now been received. This version follows our review of the original proposal, service monitoring, analysis of passenger loadings and observations of our Service design team.

As a result, the proposal includes not only additional services but also some services which will be deleted. Exact timings and start dates to be confirmed by Stagecoach however we anticipate a date of approximately 18 November 2006. These are detailed below:

New	Number of Services	Route	Time(s)	Removed
✓	1	4 Happy Valley – City	7:50am	
✓	1	18 Karori – Miramar	7:55am	
✓	1	2 Kilbirnie – City	8:05am	
✓	1	12 Karori – City	8:15am	
✓	3	6 City - Lyall Bay via Hataitai	Evening Peak	
✓	1	8 City - Kowhai Park	5:15pm	
	4	3 Rongotai Circuit	Morning & Evening Peak	✓
	4	1 Island Bay	Evening Peak	✓

It should be noted that while Island Bay services are heavily used in the morning peak there is some spare capacity in the evening peak when compared with services running via Hataitai. The Route 1 currently runs every 6 minutes at the peak of the afternoon peak and this will be reduced to a bus every ten minutes.

We consider that these are the right changes to make and as mentioned before have been subject to substantial review. We will need to manage the Rongotai Circuit service deletion appropriately; however the number of people affected is small. Many other services travel close-by, along Rongotai Road and Coutts Street.

On the circuit itself (which consists of 4 bus stops along Coutts Street, Bridge Street and Cairns Street), the two morning services over the month 11 August to 8 September 2006 have carried an average of five people per day and the evening services an average of three people per day. These figures are consistent with previous months. Notice will be provided to local residents and the Rongotai - Lyall Bay - Kilbirnie Progressive Association.

5.1.2 Wellington North

Newlands Road has again been identified as lacking in sufficient capacity, despite a recent increase to 5 minute service intervals at the 'peak of the peak'.

Following discussions with Mana Coach Services, we have agreed to additional services in both mornings and evenings as well as various timing changes of other services. These changes will now achieve a 4 minute service

interval along Newlands Road at the 'peak of the peak' as well as significant improvements to flow of services in the evenings.

The additional services are:

New	Number of Services	Route	Time(s)
✓	1	54 Johnsonville - City	8:54am
✓	4	57 Woodridge - City	6:47am, 7:41am, 8:01am & 8:07am
✓	2	57 City - Woodridge	4:03pm & 4:25pm
✓	3	55 Newlands Rd - Grenada Village	6:30pm, 6:40pm & 6:50pm
✓	2	54 City - Churton Park	4:20pm & 6:45pm

Different start dates apply to various services however all will be in operation by 30 October 2006.

5.2 Other Bus Services and Contracts

Route 14 (Te Anau Road Loop)

This section of the Route 14 service is operated by four morning services only. Te Anau Road at one point was part of the main Hataitai bus route, discontinued approximately 15 years ago. There is no corresponding evening service.

There have been ongoing problems with buses being caught up by parked cars on a particularly narrow stretch of the road. In some instances, buses have not been able to get through at all which then affects the rest of the journey as there is no room to complete a three point turn.

A subsequent decision to remove buses from Te Anau Road was not well received and we have agreed to revisit use of the route provided that the necessary parking restrictions are put in place that allow unimpeded access to buses of all sizes, including 53 seat tag-axle buses.

5.3 Reviews

Other services specifically being monitored for performance and quality this quarter included:

Routes 160/165/170 Wainuiomata
 Route 150 Kelson/Maungaraki
 Route 14 Kilbirnie/Wilton

The end result of this to date has been a revised timetable for Kelson - Maungaraki and Wainuiomata with improved bus/train connections. An implementation date is yet to be agreed but will also revolve around other planned changes as listed below. These changes are the result of mini-reviews:

Route 130 Naenae/Petone - Potential additional morning peak service

R115 Pinehaven/Upper Hutt - Timetable improvements

R114 Poets Block - Bus/train connection improvements

6. Total Mobility

6.1 Taxi Service - Otaki

At the end of August this year, the taxi operator providing the Total Mobility scheme service in Otaki had their operating license revoked by Land Transport NZ.

After negotiations with Paraparaumu Taxi's Ltd, an arrangement has been made whereby they will provide service three days per week on Tuesdays, Thursdays and Fridays with a vehicle that will be based in Otaki between 10.00am and 3.00pm.

We have undertaken to advertise the available service by means of letters to all Total Mobility registered clients in the Otaki area. We have also provided information sheets to the Otaki Medical Centre.

6.2 Total Mobility Scheme Improvements - Phase 2

Following a meeting held in the middle of September between the Minister of Transport, Local Government NZ and the Ministry of Transport, the implementation of phase two improvements to the Total Mobility scheme has been put on hold pending a review of phase two recommendations and funding assistance.

Land Transport NZ met with the Ministry of Transport on the 19 September 2006 and they have scoped out a process for informing all stakeholders of the change in circumstances and are developing a terms of reference for the review.

Draft Phase Two documents were due to be released by Land Transport NZ in the middle of September for comment followed by a round of consultation in October. Due to the recent changes this has been put on hold.

7. Transport Infrastructure

7.1 Commuter Car park update September '06

7.1.1 Epiha Street Commuter Carpark Extension

Kapiti Coast District Council have been given permission to call for tenders for the provision of a further 57 additional car parking spaces at the northern end of Paraparaumu rail station. Initial investigations have found that asbestos is

present in at least one of the three buildings to be removed. This may have a bearing on the final number of car parking spaces provided if works can not successfully stay within the allocated budget of \$230K.

7.1.2 Petone Eastside Commuter Carpark Proposal

Plans for the provision of a new 42 space commuter carpark on ONTRACK land adjacent to the Hutt road south of Petone station continues to be part of this year's developments, if budget limits allow. The current proposal is awaiting ONTRACK sign-off.

7.1.3 Plimmerton

GRWC submitted a proposal prepared by Duffill Watts & Tse to ONTRACK for the construction of a new pedestrian level crossing at the north end of Plimmerton Station. This proposal was rejected by ONTRACK for 2 major reasons:

- an alternative access is within 100m of the proposed crossing, this being the existing subway from Steyne Avenue.
- the short distance between the existing pedestrian level crossing at the south end of the station and the proposed north end crossing is considered as not good practice and figures were quoted as to the number of injuries and deaths associated with this type of crossing.

GWRC are now considering an alternative option of extending the existing subway from Steyne Avenue in order to link to the Plimmerton Domain parking facilities. An agreement with Porirua City Council has been reached to lease the current parking spaces and to provide for possible future extensions.

7.1.4 Metlink Signage

Installation work continues on the Metlink signage programme, but due to some supply and installation difficulties the completion date has been extended until the end of October '06. Stickers have now been placed at each of the 2800 bus stops throughout the region identifying the zone for the introduction of the new fares. The programme for the stop identification and route stickers will begin shortly.

7.1.5 Asset Management Plan

GWRC officers continue to work alongside consultants (GHD Ltd) in developing a transport asset management plan. Asset data for rail stations and car parks has now been collected and will be used as the basis for the plans contents. Officers are still working on the asset list of items intended to be owned by GWRC.

7.1.6 Metlink CBD displays

Construction of the next three CBD units have now been completed and earthworks for the installation of the foundations will begin on Wednesday 27

Sept 06. The first two units will be located at St James and Blair street, with the remaining unit being install in November 06 at Courtenay Central. The installation of this last unit of the three is being held back to coincide with other works being carried out by Wellington City Council. The remaining 18 units will go out for tender for manufacture and installation later this year.

7.1.7 Wairarapa Platforms

GWRC continue to work with ONTRACK and consultants Duffill Watts & Tse on the upgrade of the Wairarapa line. Work will begin later this year on stations to increase the heights and lengths of the platforms. Further work will also be undertaken to improve lights, security, and station furniture.

8. Communication

This report will be presented to the upcoming Quality Partnership Agreement meetings. Specific notification of bus service changes will be provided to affected residents. Information on rail rolling stock will be included in a brochure that will be developed to inform commuters and the general public about the current status of the commuter rail service and what actions are underway to address current issues.

9. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***

Report prepared by:

Report approved by:

Rhona Hewitt
Manager, Transport
Procurement

Wayne Hastie
Divisional Manager