



Passenger Transport Statistics for the Wellington region

Editorial

Feedback on the first issue of “Passenger Transport Statistics for the Wellington region – February 2005” was very positive. An edited version of it was enclosed with the more broadly circulated “Transport Futures” newsletter.

In the first issue we included material from the RLTS Annual Monitoring Report that covered the current LTCCP outcomes. The LTCCP outcome measures are monitored, at best, only once a year. It is intended that this section will only be included in this report once a year, probably every October. None therefore feature in this issue.

Similarly some of the service monitoring data, comparisons with other regions, is only available on a year by year basis. This information is shown again this issue with some commentary to give it more meaning.

Financials

Operating Surplus (Deficit) - 9 months ended 31 March 2005

	Actual \$000	Budget \$000	Variance \$000
Procurement	(478)	(504)	(26)
Access Planning	(12)	(340)	328
Service Design	142	(26)	116
Transport Support	(359)	(27)	(332)
Transport Division	(707)	(845)	138

The key elements contributing to the variances shown above are:

- Access Planning – a number of studies associated with the RLTS review are running later than initially expected as the RLTS review awaits the Wellington Regional Strategy proposed outcomes

- Service Design – the Regional Passenger Transport Plan review, part of the RLTS, is a victim of the above delay in the RLTS process
- Transport Support – underbudgetted expenditure on various rail investigation reports required to fulfil LTNZ requirements previously reported to Council at the half year review

Progress on Annual Plan

Planning and monitoring the transport network

- The review of the Regional Land Transport Strategy will continue within a budget of \$230,000 (YTD \$86,230)
- A series of cycling promotion initiatives will be implemented within a budget of \$126,000 (YTD \$38,364)

Building the public transport infrastructure

- All current public transport user facilities will be maintained in accordance with the Council’s guidelines to the satisfaction of the Manager, Transport Policy, and within a budget of \$766,000 (YTD \$389,753)
- The Council will provide additional bus-only lanes and bus priority systems within Wellington City in conjunction with Wellington City Council, within a budget of \$145,000 (YTD \$52,625)

Funding and promoting public transport

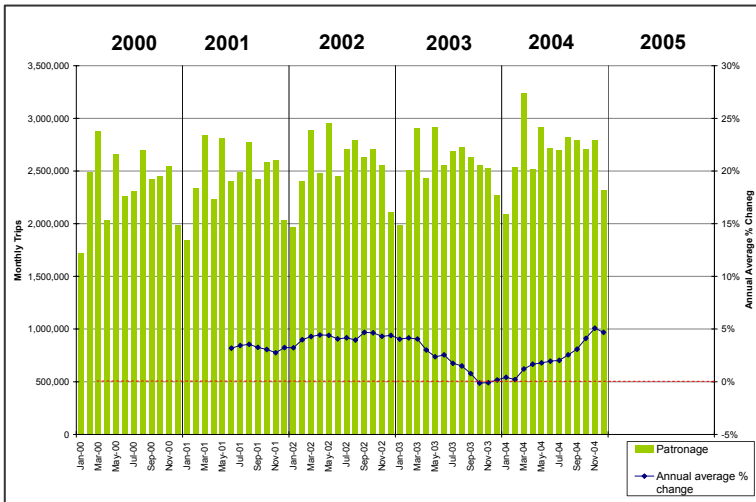
- The Council will achieve, through the tendering process approved by Transfund New Zealand, a total contract price for bus and rail services of no more than \$42,683,000 (YTD \$20,902,699)
- All tendering and contract procedures will be carried out in accordance with the competitive pricing procedures approved by Transfund New Zealand
- A 24-hour, 7-day passenger timetable enquiry service will be provided within a budget of \$380,000 (YTD \$204,516)

Monitoring LTCCP outcomes

The next report on LTCCP outcomes will be in issue 4 due out in October 2005.

Service monitoring data

Patronage

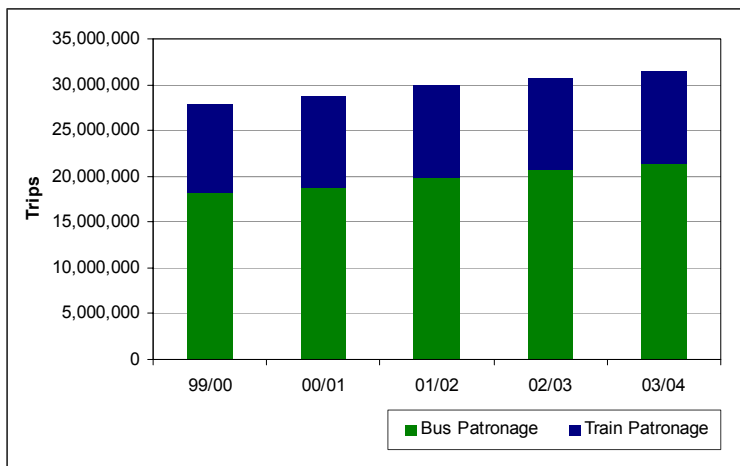


The graph shows the total passenger boardings by month since the year 2000 and annual average change in public transport boardings. The annual average is derived by taking the previous 12 months public transport boardings and comparing it with the year before. This gives the annual growth figure for the Greater Wellington bus and train network.

Interpretation: Bus and train boardings reached a record of over 3.2million during March 2004, the highest recorded since July 1999 when full network data became available. Bus use overall for 2004 was up 4.7% over the previous year.

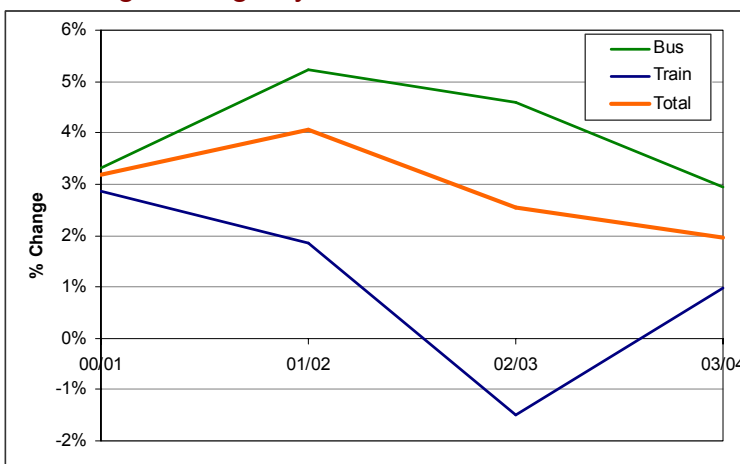
Increases in bus and train use continue to reflect a combination of investment in new services by Greater Wellington and operators along with a favourable environment of increasing fuel prices for competing private car use.

Patronage by mode



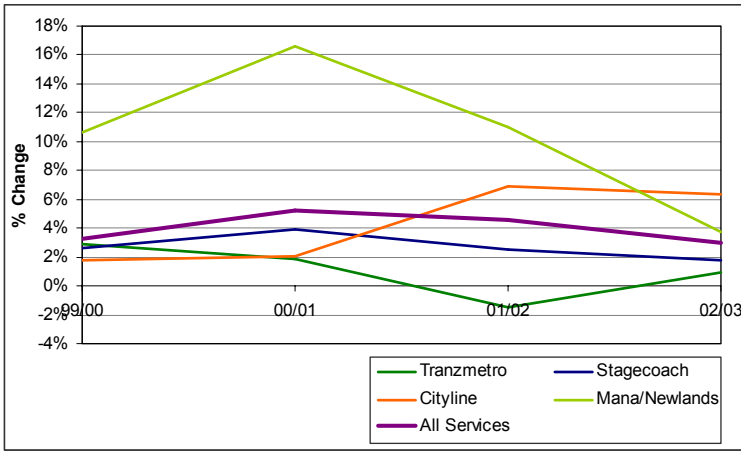
The graph shows total annual bus and train boardings for Greater Wellington, split between bus and train services. Steady growth in boarding can be seen driven mostly by increased bus use.

Patronage change by mode



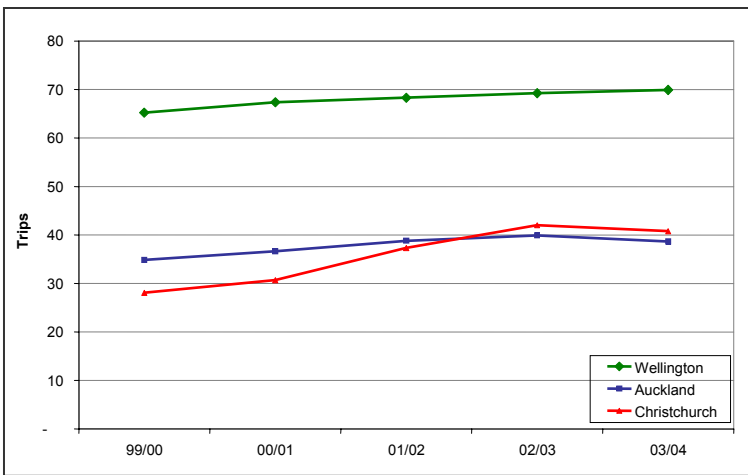
The graph shows the annual percent change in bus and train boardings. The effects of speed restriction on train services are clearly seen in the 01/02 year.

Patronage change by operator



The graph shows the annual percent change in boardings by operating company. Significant growth in passenger boardings on Mana/Newlands reflects the introduction of improved services in Newlands in December 2000 and improvements to Kapiti services the following year. Improvements were made to Hutt Valley services in November 2003, however the full effect of these won't be seen until 04/05 data becomes available.

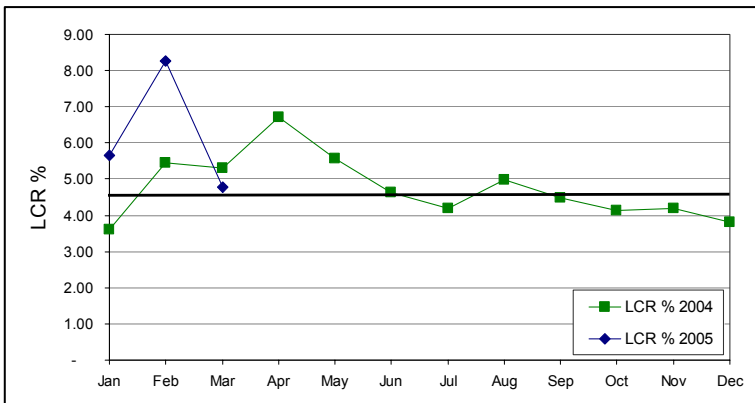
Passenger boardings per capita



The graph shows the total number of passenger boardings per person per year for Wellington, Auckland and Christchurch. This figure is derived by dividing the total passenger boardings by the Statistics New Zealand Subnational Population estimates for each centre.

This graph clearly shows that Greater Wellington residents make nearly twice as many trips by public transport than residents of Auckland and Wellington.

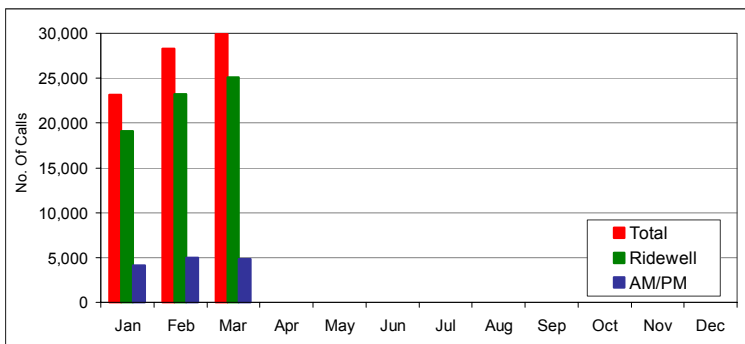
Ridewell Lost Call Rates (LCR)



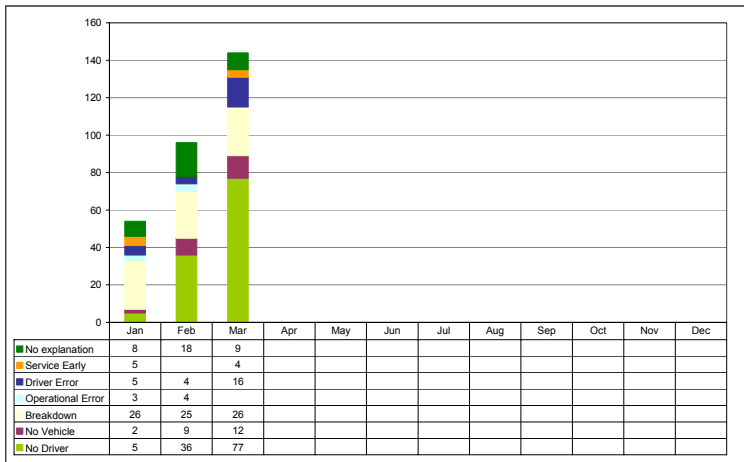
The LCR reports for the months of January, February and the first two weeks of March exceeded the acceptable 5% target. This was mainly due to the following:

- The summer holiday period and school holidays
- Staff on leave and non-availability to work extra hours
- Two staff members on bereavement leave
- Sports or special events in the Wellington region
- Unforeseen extremely busy days

Ridewell monthly call numbers

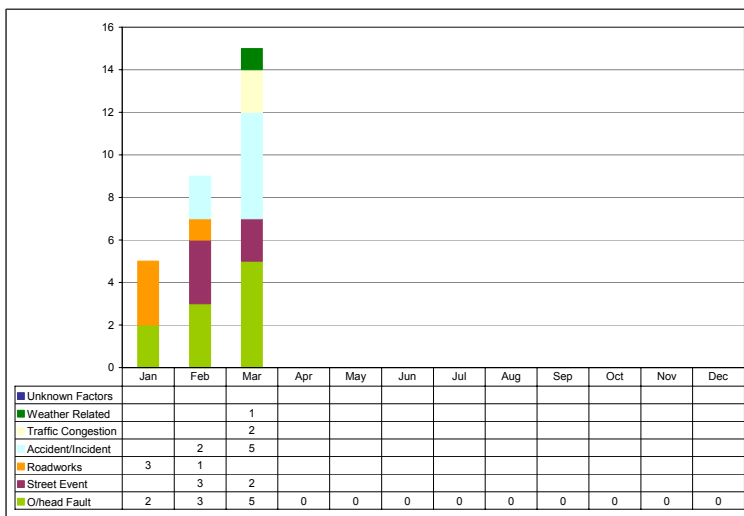


Individual service failures (operator at fault)



The graph shows the levels of individual service (single trip) failures over a calendar month as a result of an avoidable occurrence, ie at the fault of the operator.

Incidents of multiple service failures (operator not at fault)



The graph shows incidents where multiple failures occur over a calendar month, ie a period where trolley buses are unable to operate through the CBD due to a power cut. These incidents are generally not considered to be at the fault of the operator.

FOR FURTHER INFORMATION

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