



transport

GROUP OF ACTIVITIES



STATEMENT OF COST OF ACTIVITIES

transport

For the year ended 30 June 2010

Actual 30-Jun-09 Cost of Services \$		Note	Actual 30-Jun-10 Cost of Services \$	LTCCP 30-Jun-10 Cost of Services \$	Variance \$
REVENUE					
1,464,646	Grants and Subsidies		1,042,831	993,829	49,003
663,428	User Charges		672,439	721,879	(49,440)
–	Targeted Rates		403,793	408,690	(4,897)
<u>2,128,074</u>	TOTAL OPERATING REVENUE		<u>2,119,063</u>	<u>2,124,398</u>	<u>(5,335)</u>
EXPENDITURE					
263,697	Personnel Costs		252,158	241,984	(10,174)
2,188,195	Other Operating Expenses	1	2,030,727	2,282,070	251,343
91,860	Support Costs internally allocated to Activity		153,422	149,846	(3,576)
<u>2,543,752</u>	TOTAL OPERATING EXPENDITURE		<u>2,436,307</u>	<u>2,673,900</u>	<u>237,593</u>
–	Less non cash items		–	–	–
<u>415,678</u>	NET CASH COST / (SURPLUS) OF ACTIVITY		<u>317,244</u>	<u>549,503</u>	<u>232,259</u>
<i>Funded by:</i>					
280,155	Targeted Council Service Rate		239,469	238,328	(1,141)
117,637	Investment Income		16,477	94,961	78,485
17,886	Transfer from / (to) Cash Reserves		61,298	216,213	154,915
<u>415,678</u>	TOTAL OPERATING FUNDING		<u>317,244</u>	<u>549,503</u>	<u>232,259</u>
–	CAPITAL EXPENDITURE	2	–	90,000	90,000
<i>Funded by:</i>					
–	Transfer from Cash Reserves		–	90,000	90,000
<u>–</u>	TOTAL CAPITAL FUNDING		<u>–</u>	<u>90,000</u>	<u>90,000</u>
TOTAL OPERATING EXPENDITURE BY ACTIVITY					
589,014	Regional Transport Management		388,123	276,995	(111,128)
1,954,738	Passenger Transport Administration		2,048,184	2,396,906	348,722
<u>2,543,752</u>	TOTAL TRANSPORT		<u>2,436,307</u>	<u>2,673,900</u>	<u>237,593</u>

Variance compared to LTCCP

Expenditure

1. Other Operating Expenses across the transport activity are lower than forecast due to budgeted projects not coming on stream as projected. The lower than forecast expenditure is offset by lower than forecast subsidy revenue from New Zealand Transport Agency (NZTA) for these projects. There is also unbudgeted revenue of \$96,000 from the Super Gold Card Scheme, a transport initiative subsidised by central government.

Capital Expenditure

2. Capital expenditure is lower than forecast due to expenditure budgeted for stock truck effluent sites not occurring in 2009-2010 as a result of the preliminary investigative studies not being finalised by the end of the 2009-2010 financial year.

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Transport Overview

Passenger services administration

The National Land Transport Programme 2009-2012 Northland was released by the New Zealand Transport Agency in August 2009. This document details the land transport funding provided over the three-year period.

Quarterly update reports are submitted to the Regional Transport Committee detailing the progress made by each approved roading authority on their respective projects as contained in the Programme.

The Whāngārei CityLink public bus service completed its second full year of operation. During the 2009-2010 year, poorly patronised trips were identified and monitored. A majority of these trips were found to be operating in the early mornings, late evenings and Saturday afternoons. In March 2010, these trips were removed from service.

The number of SuperGold Card holders making use of the free service offered on the CityLink service during the off peak period has increased from an average of 3156 per month in 2008-2009 to 4037 in 2009-2010.

Due to the success of this scheme, the government has undertaken a national review of conditions of travel and the available funding. The Ministry of Transport has not as yet made any formal announcement on the outcome of this review.

Regional transport management

The Council has prepared a 30 Year Transport Strategy (incorporating all the requirements of the Regional Land Transport Strategy). The Strategy was made operative at the end of May 2010 and will be monitored annually. The Strategy addresses all forms of transport (including air and coastal) and is the first Strategy of its type to have a 30 year outlook.

Activity 5.1 Regional Transport Management

Objective: Collaborate with other agencies to develop a strategic approach to regional transport and road safety through a Northland road improvement programme.

2010-2012 Performance Measures and Targets

5.1.1 Develop strategic approaches in regional transport and road safety.		
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009
a. Develop a Regional Procurement Strategy in conjunction with Northland's District Councils. <ul style="list-style-type: none"> Strategy developed and implemented by 1 July 2009. Procurement Strategies followed and reported to the Regional Transport Committee annually. 	<p>Achieved. A National Procurement Strategy was released by the New Zealand Transport Agency at the end of July 2009.</p> <p>Not Achieved. A Draft Regional Procurement Strategy for Northland, which will allow for economies of scale to be achieved on region-wide projects, is in progress. It is expected that this document will be finalised in October 2010. This Draft will be sent to the Association of Consulting Engineers of New Zealand and the New Zealand Bus and Coach Association for comment. This will take approximately two weeks. The Draft Strategy will then be sent to the New Zealand Transport Agency for their endorsement prior to being presented to the Council for their approval.</p> <p>The above actions will be completed by the end of August 2010 which will ensure that the NRC will still meet with the NZTA requirement for each of the approved organisations to develop a procurement strategy by October 2010.</p>	New measure.

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Activity 5.1 Regional Transport Management continued

5.1.1 Develop strategic approaches in regional transport and road safety.		
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009
<p>b. Review the Regional Land Transport Strategy (RLTS) for Northland including the Regional Passenger Transport Plan.</p> <ul style="list-style-type: none"> Complete current review of the RLTS by 30 October 2009 and provide a three year progress report on implementation of the RLTS by 30 October 2012. 	<p>Not Achieved.</p> <p>Progress of review has been regularly reported to bi-monthly meetings of the Regional Transport Committee. At the August 2009 Regional Transport Committee meeting approval was given to apply for a six month extension from the Minister of Transport. This was granted in October and the RLTS was due by 30 April 2010. The RLTS was publicly notified on 18 January 2010. Over 200 submissions were received and hearings were held on 23 and 25 March 2010. The final document entitled 30 Year Transport Strategy for Northland was approved and made operative on 31 May 2010. A copy of the final document is available at www.nrc.govt.nz/transport</p> <p>The Minister of Transport was advised of the extra month delay. The Hearings Committee required more time to complete its decision making process.</p> <p>Note: The Land Transport Management Act 2003 no longer requires the RLTS to include a Regional Passenger Transport Plan (RPTP). Council will be reviewing its existing RPTP separately.</p>	Achieved.
<p>c. Complete actions set out in the Regional Land Transport Strategy for Northland.</p> <ul style="list-style-type: none"> Progress on actions reported to the Regional Transport Committee annually by 30 October 2010 and 2011. 	<p>Not applicable to this reporting period.</p> <p>The 30 Year Transport Strategy (incorporating the RLTS) was made operative on 31 May 2010 so the first progress report will be due in May 2011.</p>	Not achieved.
<p>d. Review of the Regional Road Safety Plan for Northland in association with the RoadSafe Northland Forum.</p> <ul style="list-style-type: none"> Regional Road Safety Plan review completed by 1st July 2009. Progress on actions reported to the Regional Transport Committee annually by 30 October 2010 and 2011. 	<p>Achieved.</p> <p>The Regional Road Safety Plan was completed at the end of June 2009.</p> <p>An annual report detailing the progress made on the actions contained in the Regional Road Safety Plan will be presented to the Regional Transport Committee on 17 August 2010.</p>	New measure.

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Activity 5.1 Regional Transport Management continued

5.1.1 Develop strategic approaches in regional transport and road safety.														
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009												
<p>e. Reduce the number of road deaths and hospitalisations as a result of motor vehicle accidents in Northland.</p> <ul style="list-style-type: none"> No more than 440 road deaths and hospitalisations per annum. 	<p>Not Achieved.</p> <p>This has been a nationally set figure which is no longer applicable under the recently released "Safer Journeys to 2020".</p> <p>Northland's totals were:</p> <table> <tr> <td>Deaths</td> <td>2007 = 28</td> </tr> <tr> <td></td> <td>2008 = 25</td> </tr> <tr> <td></td> <td>2009 = 31</td> </tr> <tr> <td>Hospitalisation</td> <td>2007 = 882</td> </tr> <tr> <td></td> <td>2008 = 765</td> </tr> <tr> <td></td> <td>2009 = 803</td> </tr> </table> <p>Regional road safety initiatives continue to aim toward the reduction of fatalities and hospitalisations in Northland through the "Northland Regional Road Safety Plan 2009-2012".</p>	Deaths	2007 = 28		2008 = 25		2009 = 31	Hospitalisation	2007 = 882		2008 = 765		2009 = 803	New measure.
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<p>f. Review the Regional Transport Plan, which sets out regional development (forestry) roading priorities in Northland.</p> <ul style="list-style-type: none"> Complete annual review by 30 September each year and report to the Regional Transport Committee. 	<p>Achieved.</p> <p>The Regional Transport Plan Annual Review was completed by the Regional Development Roding Joint Committee at the end of September 2009.</p> <p>As a result of increased costs being shown against a number of projects contained in the review, the number of projects that could be completed within the \$30m funding limit decreased.</p> <p>This led to the Regional Development Roding Joint Committee requesting an independent review of the content of the Regional Transport Plan by GHD, which was completed in December 2009. This review made several recommendations pertaining to project scope and cost savings.</p> <p>Further reviews of the priority rankings and estimated costs for the remaining projects were completed by GHD in April 2010 and June 2010 respectively. The methodology used to undertake the reviews was the same as used in the original 2008 report.</p> <p>GHD recommended that the funding allocations take place on the basis of the priority rankings as shown in the June 2010 report. GHD also made several recommendations as to how roading authorities could potentially incur cost savings.</p> <p>The Regional Development Roding Joint Committee is presently working through these recommendations.</p>	New measure.												

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Activity 5.1 Regional Transport Management continued

5.1.1 Develop strategic approaches in regional transport and road safety.		
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009
<p>g. Maintain the 2009-2012 Regional Land Transport Programme within the approved New Zealand Transport Agency subsidy levels.</p> <ul style="list-style-type: none"> Annual review to ensure that approved subsidy levels are not exceeded. 	<p>Achieved.</p> <p>First Annual review was completed in July 2010, and was reported to the August 2010 Regional Transport Committee meeting.</p> <p>For the 2009-2010 financial year, the subsidy levels were not exceeded. It must however be noted that this is a three year programme and the New Zealand Transport Agency expects funding to be managed over this period.</p> <p>In addition, progress reports have been tabled at all the 2009-2010 Regional Transport Committee meetings.</p>	<p>New measure.</p>

Significant positive and negative effects on well-being

The Regional Transport Management activity may have the following impacts on well-being:

Well-beings	Positive effects	Negative effects
Social	Assists safety by planning for a safer transport network. Improves access and mobility by planning for the needs of the transport disadvantaged.	At this stage there are no known significant negative effects surrounding the Council's planned Regional Transport Management activities.
Economic	Assist economic development by planning for the efficient movement of people and goods around the region.	
Environmental	Ensures environmental sustainability by considering the environmental impacts of the road transport network.	



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Activity 5.2 Passenger Transport Administration

Objective: Provide a cost effective passenger transport service that is affordable, integrated, safe, responsive, sustainable and meets the needs of local communities including groups who are transport disadvantaged.

2010-2012 Performance Measures and Targets

5.2.1 Administer a cost effective passenger transport service.		
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009
<p>a. Administer the long-term contract for the subsidised bus services for the Whāngārei urban area.</p> <ul style="list-style-type: none"> At least 75% of customers rate the overall bus service provided in Whāngārei as either very good or excellent. 	<p>Not Achieved.</p> <p>An annual passenger satisfaction survey took place in April 2010.</p> <p>65% of the passengers surveyed rated the service as "Very Good or Excellent". This is below the performance measures set. However, 98% of respondents rated the service as "Good, Very Good or Excellent".</p> <p>NRC staff will monitor monthly operational route and trip statistics to identify any problem areas. This will be undertaken in conjunction with on-bus surveys and interviews.</p> <p>Regular meetings with NZ Bus on service performance will also continue.</p>	Achieved.
<p>b. On request, undertake the feasibility of operating subsidised bus services within the Northland Region.</p> <ul style="list-style-type: none"> Report findings within three months of initial request in the CEO's report to Council. 	<p>Achieved.</p> <p>The feasibility studies for operating subsidised public passenger transport services in the Far North commenced in 2008 but have been suspended at the request of the Far North District Council. Future actions will depend on requests received from the Far North District Council.</p> <p>When requested the NRC has continued assisting Community Business and Environment Centre by offering recommendations on the financial viability of each of its routes on the Busabout Kaitiāia Public Passenger Service. Where applicable this has been highlighted in the monthly CEO's report.</p>	New measure.

LEVELS OF SERVICE

transport

Activity 5.2 Passenger Transport Administration continued

5.2.1 Administer a cost effective passenger transport service.		
Performance Measures and Targets	Actual Service Performance to 30 June 2010	Actual 30 June 2009
<p>c. Effectively administer the Whāngārei Total Mobility scheme to meet the needs of its customers.</p> <ul style="list-style-type: none"> At least 75% of customers rate the overall service provided by the total mobility scheme as either very good or excellent. At least 35,000 total mobility trips provided per annum. 	<p>Achieved. Annual passenger satisfaction surveys undertaken in March 2010. 80% of respondents rated the service overall as very good or excellent.</p> <p>Achieved. 36,262 Total Mobility trips were operated during the 2009-2010 period.</p>	<p>New measure.</p> <p>New measure.</p>
<p>d. On request investigate the viability of extending the scheme to urban areas outside of Whāngārei where taxi services may operate.</p> <ul style="list-style-type: none"> Report findings within three months of initial request in the CEO's report to Council. 	<p>Not applicable to this reporting period. To date, no requests have been received for the extension of the scheme.</p>	<p>Partially achieved.</p>
<p>e. Maintain an electronic register of commercial passenger transport services operating in Northland.</p> <ul style="list-style-type: none"> Update the register on a monthly basis. New service variations and abandonment of services reported on a monthly basis in the CEO's report to Council. 	<p>Achieved. Update of the register is undertaken on a monthly basis. For the 2009-2010 year there were: 0 applications for registration of service. 16 applications for variations to services. 6 applications for abandonment. All changes were reported in the CEO's report.</p>	<p>Achieved.</p>

Significant positive and negative effects on well-being

The Passenger Transport Administration activity may have the following impacts on well-being:

Well-beings	Positive effects	Negative effects
Social	Improves the quality of life of those who do not have access to private transport and those who can not access bus services for reasons of disability.	At this stage there are no known significant negative effects surrounding the Council's planned Passenger Transport Administration activities.
Economic	Reduces maintenance and upgrade costs to roading infrastructure. Provides the public with a low cost alternative to private vehicle use.	
Environmental	Reduces harmful emissions and congestion associated with private vehicles.	