

Finance and Corporate Committee - 21 March 2018 Attachments

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Minutes of a meeting of the
Finance and Corporate Committee held in the
Cargill Room, Scenic Circle Southern Cross Hotel, Dunedin
on Wednesday 31 January 2018, commencing at 4:12 pm

Membership

Cr Doug Brown	<i>(Chairperson)</i>
Cr Andrew Noone	<i>(Deputy Chairperson)</i>
Cr Graeme Bell	
Cr Michael Deaker	
Cr Carmen Hope	
Cr Trevor Kempton	
Cr Michael Laws	
Cr Ella Lawton	<i>Attended via teleconference link</i>
Cr Sam Neill	
Cr Gretchen Robertson	
Cr Bryan Scott	
Cr Stephen Woodhead	

1. APOLOGIES

No apologies were received.

2. LEAVE OF ABSENCE

No Leave of Absence advised.

3. ATTENDANCE

Sarah Gardner	<i>(CEO)</i>
Nick Donnelly	<i>(Director Corporate Services)</i>
Tanya Winter	<i>(Director Policy, Planning & Resource Management)</i>
Sian Sutton	<i>(Director Stakeholder Engagement)</i>
Gavin Palmer	<i>(Director Engineering, Hazards & Science)</i>
Scott MacLean	<i>(Director Environmental Monitoring & Operations)</i>
Sally Giddens	<i>(Director People & Capabilities)</i>
Ian McCabe	<i>(Executive Officer)</i>
Lauren McDonald	<i>(Committee Secretary)</i>
Gerard Collings	<i>(Manager Support Services) - Item 11.2</i>

4. CONFIRMATION OF AGENDA

The agenda was confirmed as tabled.

5. CONFLICT OF INTEREST

No conflicts of interest were advised.

6. PUBLIC FORUM

No public forum was held.

7. PRESENTATIONS

No presentations were held.

8. CONFIRMATION OF MINUTES

Resolution

That the minutes of the public portion of the meeting held on 29 November 2017 be received and confirmed as a true and accurate record.

Moved: Cr Noone
Seconded: Cr Robertson
CARRIED

9.ACTIONS (Status report on the resolutions of the Finance and Corporate Committee)

No current items for action.

10. MATTERS FOR COUNCIL DECISION

10.1. Director's Report

The report outlined the significant financial and corporate activity, including rates collection with account payments for Committee for endorsement.

Resolution

- a) *That this report is received.*
- b) *That the payments summarised in the table above and detailed in the payments schedule, totalling \$13,067,682.01, be endorsed.*

Moved: Cr Brown
Seconded: Cr Neill
CARRIED

Cr Laws left the meeting at 04:12 pm.

11. MATTERS FOR NOTING

11.1. Financial Report - November 2017

The report provided a summary of the Council's financial performance compared to budget for the five months ended 30 November 2017, with a summary of the financial position as at that date.

Cr Laws returned to the meeting at 04:15 pm.

Resolution

That this report is received.

Moved: Cr Noone

Seconded: Cr Hope

CARRIED

11.2. Passenger Transport Update

The report outlined the significant public passenger transport activity for the period July to December 2017 for the Dunedin and Wakatipu Public Transport networks. The report also provided patronage and revenue figures and network and service changes.

Mr Collings responded to questions from councillors on targets for the Dunedin and Wakatipu networks and confirmed the ORC public transport profile was increasing at Queenstown airport with increased issuing of bus cards.

Cr Woodhead acknowledged the work of the communications and transport staff in the development and roll out of the Queenstown public transport network.

Resolution

That this report be received.

Moved: Cr Brown

Seconded: Cr Bell

CARRIED

12. NOTICES OF MOTION

No Notices of Motion were tabled.

13. RESOLUTION TO EXCLUDE THE PUBLIC

Resolution

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

- *Item 14 - Port Otago Ltd - Director Appointments.*

The general subject of each matter to be considered while the public is excluded, the reason 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:

To protect the privacy of natural persons, including that of deceased natural persons – Section 7(2) (a)

To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h)

Moved: Cr Brown
Seconded: Cr Noone
CARRIED

15. CLOSURE

The meeting resumed in public session on the motion of Crs Brown and Noone.

The meeting was declared closed at 5:09 pm.

Chairperson

Review of Wakari and Helensburgh Bus Routes

Prepared for: Otago Regional Council
 Date: 15 March 2018
 TDG Ref.: 15336.000
 Prepared by: Andrew Liese and Doug Weir
 Reviewed by: Doug Weir

1. Introduction

This document provides an overview of the findings of a review of the current Route 33 and Route 50 bus routes in the Dunedin suburbs of Wakari and Helensburgh, within the area bounded by Highgate and Taieri Rd. The two routes, shown in **Figure 1**, were introduced in September 2017, and replaced three previous routes in the area, which are shown for reference in **Figure 2** (weekday daytime / Saturday Route 50/51) and **Figure 3** (weekday evening / Sunday clockwise loop Route 69). The new routes operate all day, seven days a week.

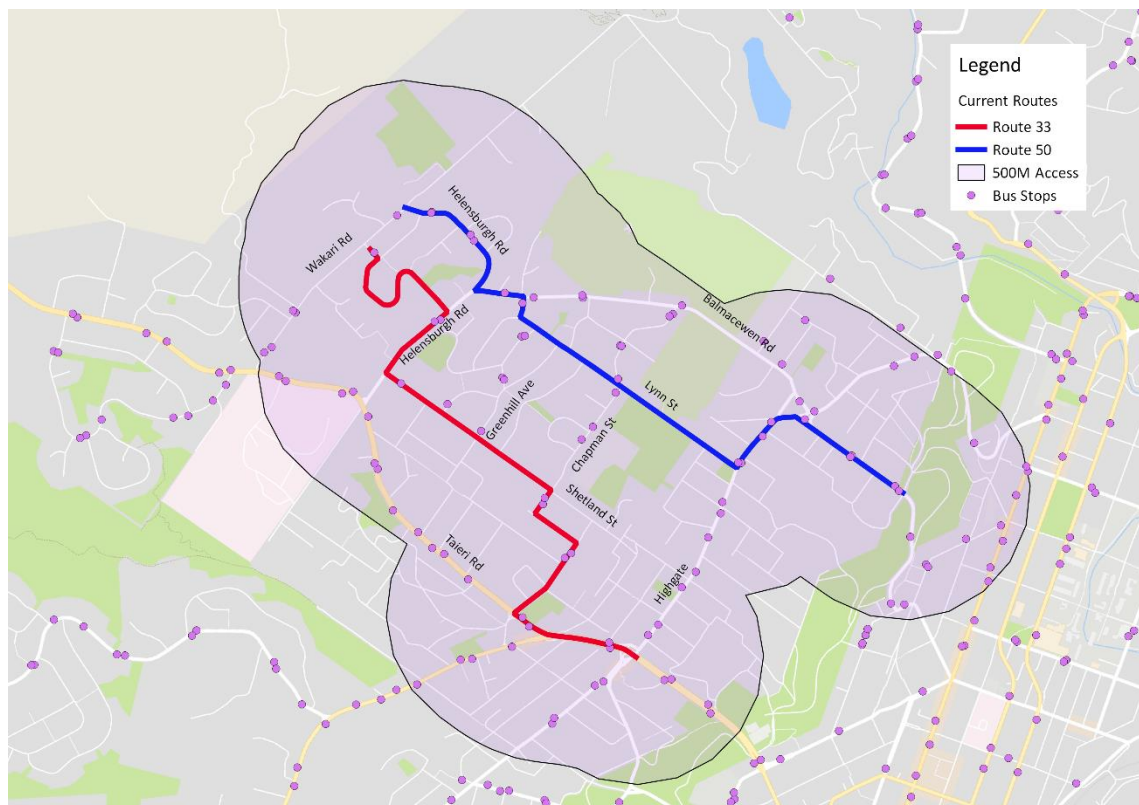


Figure 1: Current Route 33 and Route 50 bus routes (non-study area portions and other routes omitted for clarity)

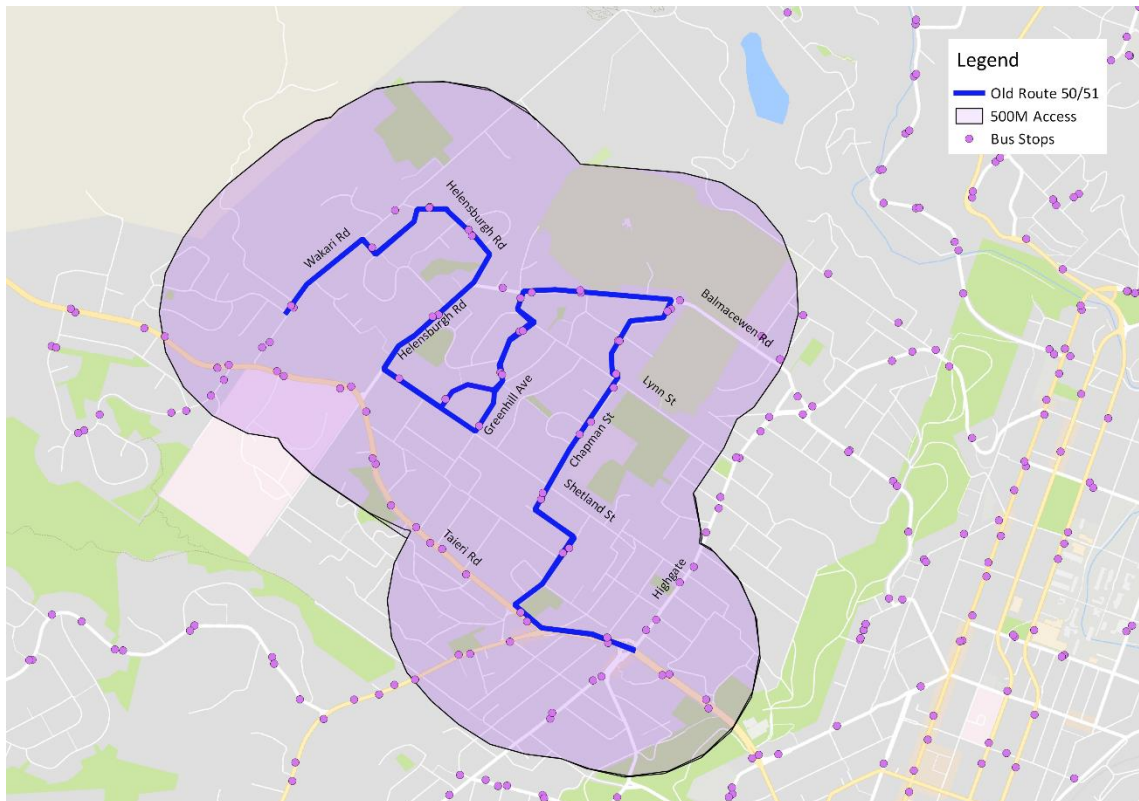


Figure 2: Old Route 50/51 bus route (non-study area portions and other routes omitted for clarity)

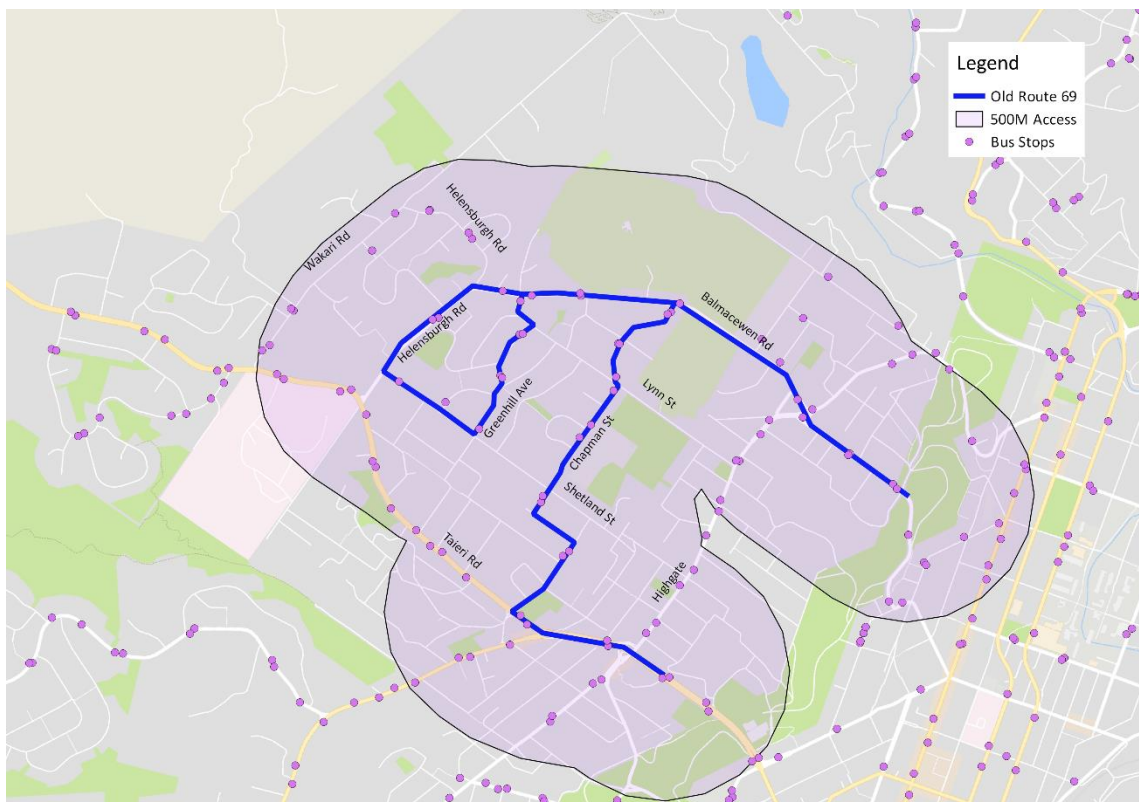


Figure 3: Old Route 69 bus route (non-study area portions and other routes omitted for clarity)

The two new routes have been generally well-received, are much more legible than the old routes, provide good coverage of the suburbs and good access to a range of destinations (both



directly and via connections to other routes), and operate efficiently. However, Otago Regional Council has identified several issues with them, reflecting the council's own analyses and feedback from the public.

2. Issues

The issues are primarily associated with the removal of bus routes from relatively wide streets with relatively flat grade profiles (e.g. Chapman St and Balmacewen Rd) to streets that are narrower and steeper. Specific issues and locations are briefly discussed in the following sections. Bus size has also been raised as an issue, but is outside of the scope of this review, which is focused on the physical location of bus routes and stops and associated timetabling requirements.

2.1 Shetland St

The northern end of Shetland St was previously used by the old routes between Greenhill Ave and Helensburgh Rd. Route 33 now uses both that section and the section between Chapman St and Greenhill Ave. The latter section is direct, but relatively narrow and steep, and there are consequent concerns about pedestrian and vehicle safety, particularly near the new bus stops and in winter when the road is susceptible to snow and ice.

2.2 Centennial Ave

Centennial Ave was previously used by a single late-afternoon Route 51 trip. All Route 33 services now use the street, which is relatively narrow and steep, and there are consequent concerns about pedestrian and vehicle safety, particularly near the new bus stops and in winter when the road is susceptible to snow and ice.

2.3 Lynn St

A short section of the north end of Lynn St was previously used by the old routes between Balmacewen Ave and Mayfield Ave. Current Route 50 now follows the whole street, from Highgate to Balmacewen Rd. This provides a good access catchment, but is relatively narrow, and contains a steep section between Chapman St and Greenhill Ave (similarly to the parallel Shetland St), and there are consequent concerns about pedestrian and vehicle safety, particularly near the new bus stops and in winter when the road is susceptible to snow and ice. Conflict between buses and other vehicles at the bus stops near the entrance to Wakari Kindergarten (at session start and finish times) has been identified as a specific issue.

3. Options

3.1 Option Considerations

This review has looked at options for addressing the issues within the existing network structure, since more substantial changes would likely affect the wider public transport network and require restructuring of some other services. This would trigger the significance policy defined in the Regional Public Transport Plan (RPTP), which requires full public consultation on any proposed changes, and in turn prevent a prompt response by Otago Regional Council and delay (and potentially thwart) implementation of any such changes.

The review has considered a route proposal put forward by the community. This suggested replacing the two current routes with one following the old Route 50/51 routing within the

study area, but extending beyond the Octagon (and future Great King St bus hub) to North Dunedin rather than to the south. This would maintain coverage within the study area, but would not be achievable within the existing timetable, and more importantly, would reduce coverage and connectivity in the Maori Hill area. It would also trigger the RPTP significance policy and require wider community consultation, since it would require significant changes to other bus routes. The proposal has therefore been discounted, but study area elements of it have been reflected in the routing alternatives and final options.

All options consequently retain two bus routes, which link to the rest of the public transport network in a similar way to the current routes and avoid wider network changes. However, the routes have been re-routed in the study area, to respond to the issues within the operational constraints of the current timetable. The options are focused on streets that are currently or were previously served by public transport, to maximise the use of existing infrastructure, minimise change, and minimise associated confusion for bus users. All route options have been assessed on the ground, and take account of operational feedback from Go Bus (the bus operator) and road safety feedback from Dunedin City Council.

3.2 Routing Alternatives

Route 33 is described in the current timetable as serving Wakari (within the study area). This route has therefore been re-tailored, to pull it back from Centennial Ave to primarily serve Wakari. A wide range of alternatives have been assessed for this route at a high level, and the shortlisted options revolve around the base and alternative routing variants shown in **Figure 4**.

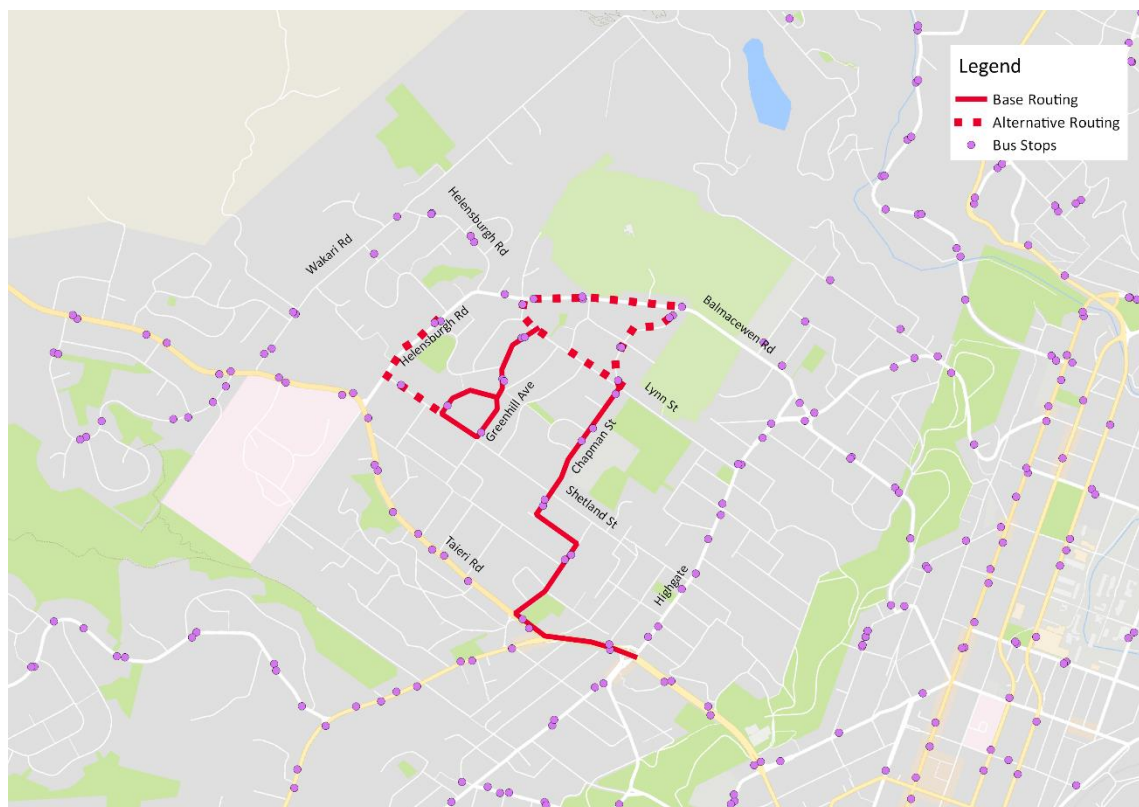


Figure 4: Route 33 routing variants (non-study area portions and other routes omitted for clarity)

This route generally follows the old Route 50/51 routing, via Nairn St, Kinsman St, Dale St and Chapman St at the city end, and Mayfield Ave, Crichton St, Greenhill Ave / Forresbank Ave, Shetland St and Helensburgh Rd on the ridge. These sections are linked by either Lynn St, which is shorter and steeper as noted above, or by Balmacewen Rd (similarly to the old route),

which is more circuitous and therefore slower. Both the problematic Shetland St hill routing and the Centennial Ave routing are deleted.

Route 50 is described in the current timetable as serving Helensburgh (within the study area) and has therefore been retained as the primary Helensburgh access route. A wide range of alternatives have also been assessed for this route at a high level, and the shortlisted options revolve around the base and alternative routing variants shown in **Figure 5**.

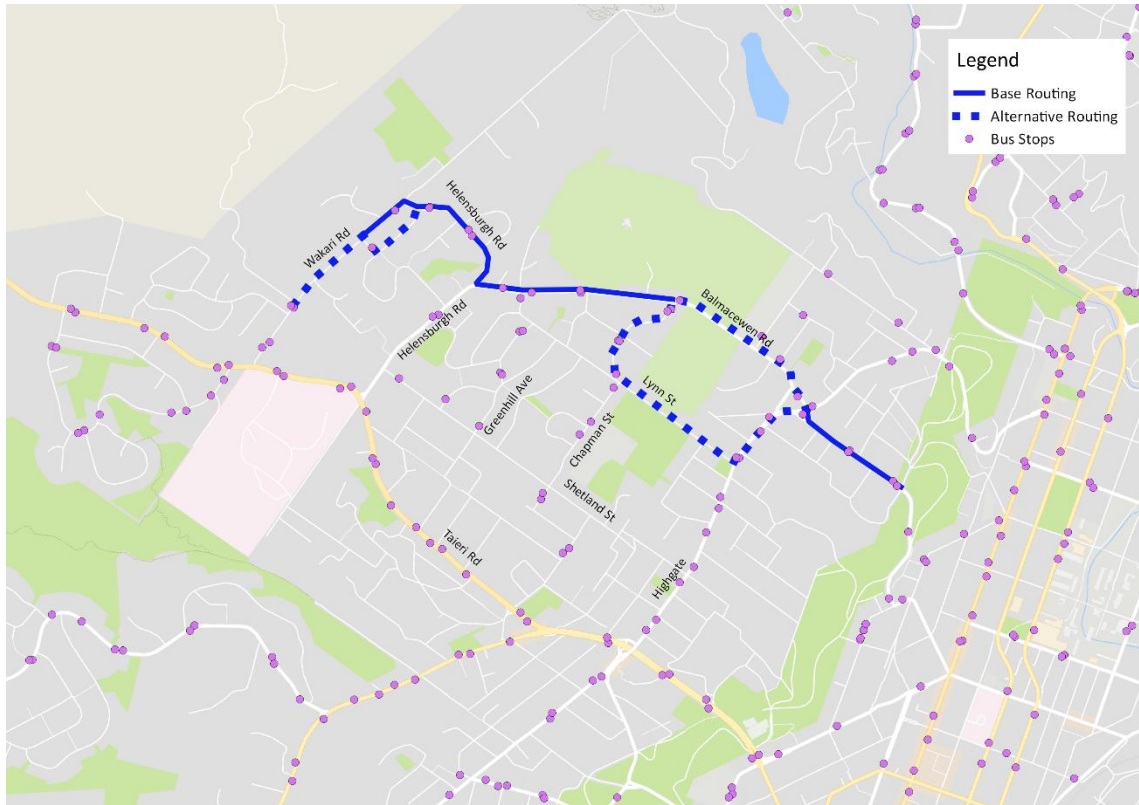


Figure 5: Route 50 routing variants (non-study area portions and other routes omitted for clarity)

This route generally follows the current Route 50 on the ridge, via Balmacewen Rd, Helensburgh Rd and Wakari Rd, and is linked to Highgate by either a Lynn St, Chapman St, Balmacewen Rd routing, or an exclusively Balmacewen Rd routing. The former maximises the use of the existing route and serves a wider catchment, providing better city access to the Columba College side of Maori Hill, while the latter is quicker and provides better city access to John McGlashan College side of Maori Hill. Both delete the problematic Lynn St hill section of the route.

A wide range of alternatives have been assessed for both routes as noted above, including some with very different routings from the existing routes and the variants described above. However, only those options that maintain coverage¹, can operate the existing timetable without significant variation to it, and are generally resource-neutral in terms of in-service time and distance have been taken forward as options. Each is described further in the following sections.

¹ Defined for this purpose as being within 500 metre access distance of a bus route, which equates to a typical five to seven-minute walk (subject to weather and topographical constraints).

3.3 Option 1

Option 1 is shown in **Figure 6**.

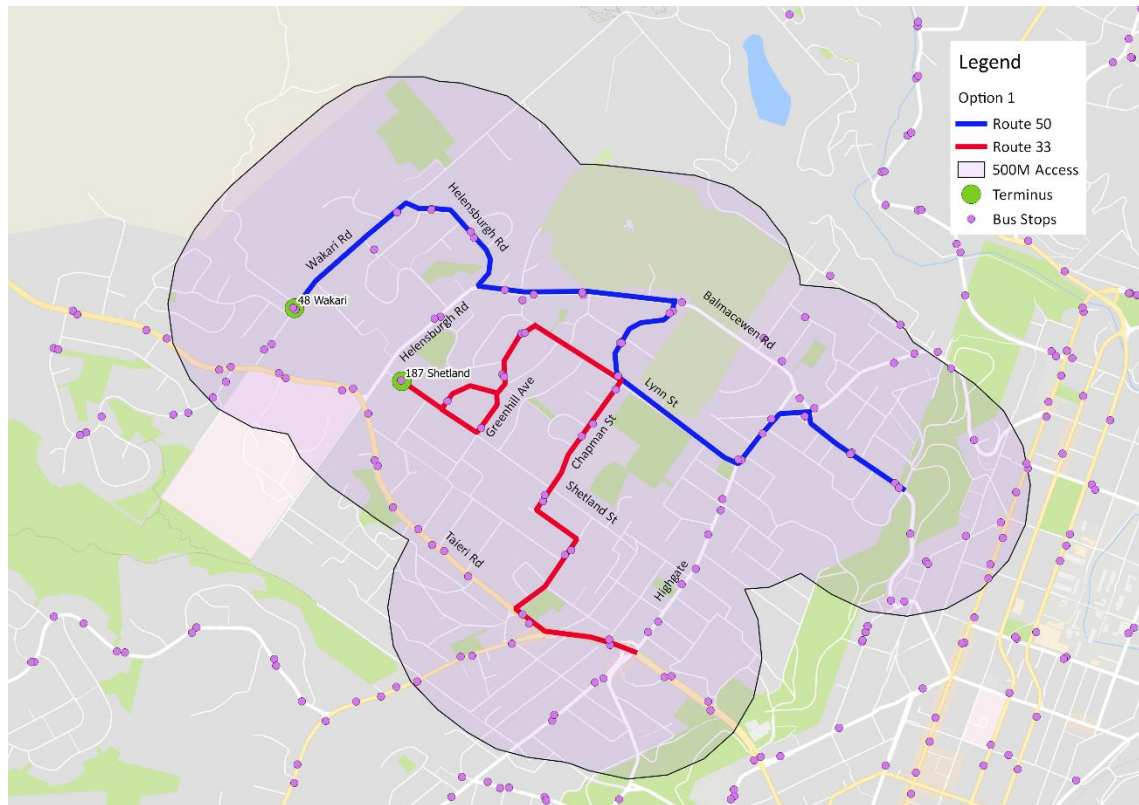


Figure 6: Option 1 routes (non-study area portions and other routes omitted for clarity)

Under this option, Route 33 would follow a Nairn St, Kinsman St, Dale St, Chapman St, Lynn St, Mayfield Ave, Crichton St, Greenhill Ave, to Shetland St routing in the outbound direction, and terminate at 187 Shetland St. Services would commence at the opposite Wakari School stop, and follow a reverse routing (using Forresbank Ave as a short cut) in the inbound direction. The route would have the same in-service running time and distance as present.

Route 50 would follow a Highgate, Lynn St, Chapman St, Balmacewen Rd, Helensburgh Rd, Wakari Rd routing in the outbound direction, and terminate at 48 Wakari Rd. Services would commence at the opposite stop, and follow a reverse routing in the inbound direction. The route's in-service running time would increase by 1 minute per trip and distance by 0.8 km per trip compared to the present, which can be accommodated within existing layover times.

The two routes are designed to be interlined, similarly to the current routes, using Taieri Rd as a link, but vehicles could be turned using the street network if required. Dead running between the two routes would be additional, but limited to an estimated 2 minutes and 0.9 km per trip. This is marginal within the existing timetable layover times in weekday off-peak and weekend periods, given the above increased running times, and would not allow for any late running.

The conflict between buses and other vehicles at the new bus stops near the entrance to Wakari Kindergarten would be addressed by constructing bus bays on the substantial grass verges in this area. No new bus stops would be required for either route, although some would need to be reinstated or removed.

The option would maintain similar coverage to present and provide a local point for passengers to transfer between routes, but is not recommended due to its increased in-service running time and distance.

A Route 50 sub-option (not mapped) would utilise the full length of Lynn St, rather than dog-leg via Chapman St and Balmacewen Rd, similarly to the current route. This would have the same in-service running time as present and therefore allow for the dead running associated with interlining at all time periods, and reduce the increased per-trip distance to 0.3 km. However, this variant would increase bus traffic on the Lynn St hill, since it would double the frequency there, and it is consequently not recommended.

3.4 Option 2

Option 2 is shown in **Figure 7**.

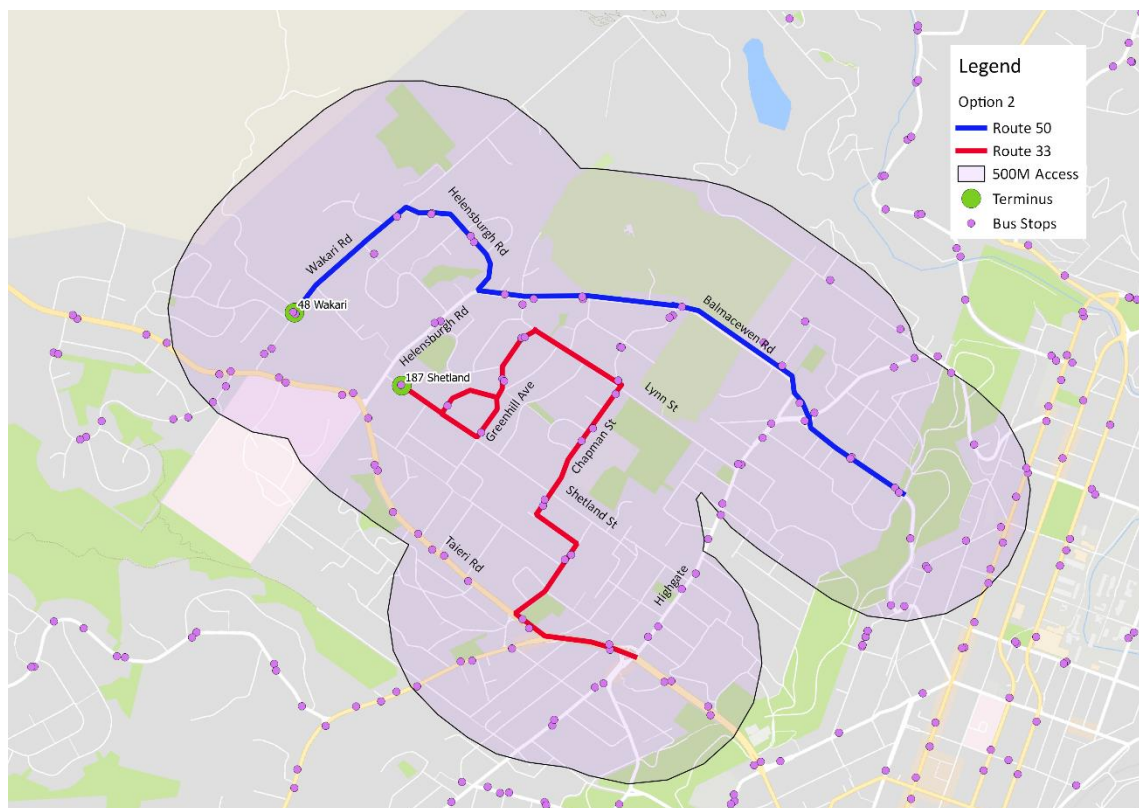


Figure 7: Option 2 routes (non-study area portions and other routes omitted for clarity)

This option is very similar to Option 1, and Route 33 would be the same as that option in all respects, with the same in-service running time and distance as present.

However, Route 50 would switch from the Highgate, Lynn St, Chapman St routing to an all Balmacewen Rd routing, to run via Balmacewen Rd, Helensburgh Rd, Wakari Rd from and to Maori Hill. This would reduce its in-service running time by 1 minute per trip and increase its distance by 0.1 km per trip compared to the present, making the option essentially cost-neutral if the dead running associated with interlining is excluded. This dead running can be accommodated within existing layover times.

As with Option 1, this option would be enhanced by constructing bus bays for the bus stops near Wakari Kindergarten. It would also require a new inbound bus stop near the Lynn St /

Chapman St intersection to replace bus stops that would no longer be utilised. Some bus stops would also need to be reinstated or removed.

This option is feasible, since it would maintain similar coverage to present, is largely cost-neutral, and relatively simple to implement, although it is somewhat dependent on the interlining of the two routes and it does not provide a local point for passengers to transfer between the routes, although they can connect in the central city.

3.5 Option 3

Option 3 is shown in **Figure 8**.

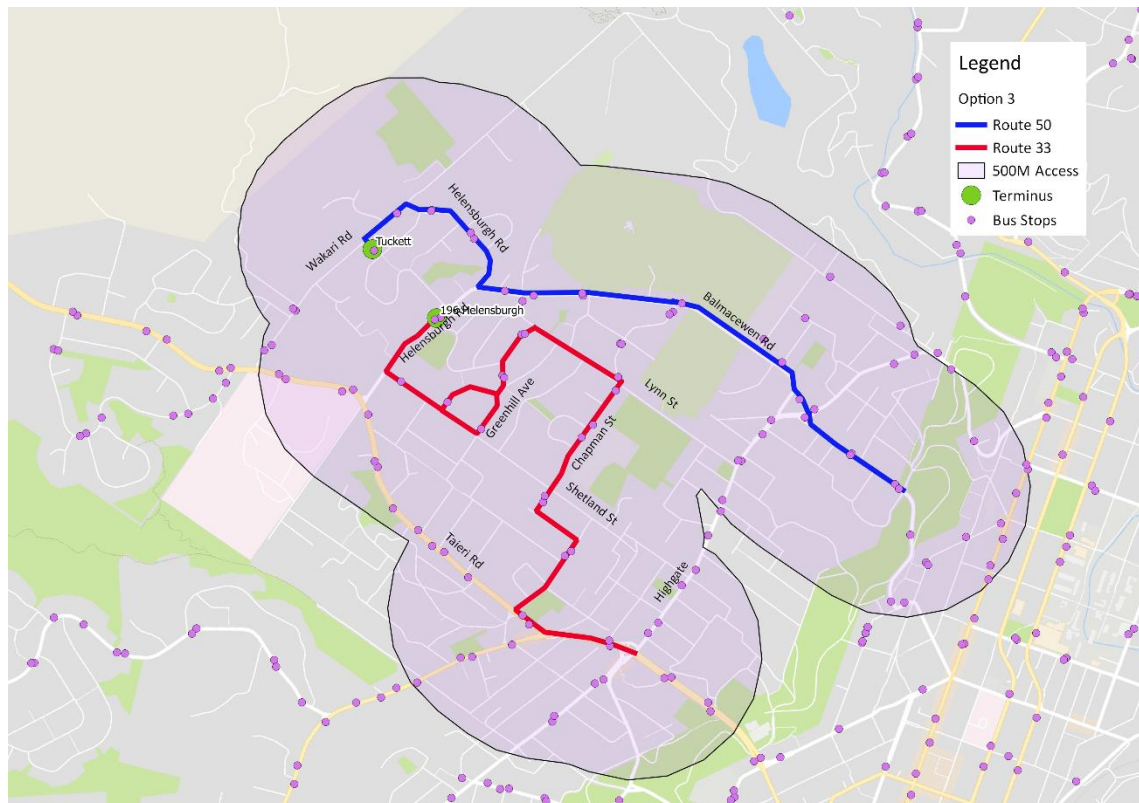


Figure 8: Option 3 routes (non-study area portions and other routes omitted for clarity)

This option is very similar to Option 2. However, Route 33 would extend onto Helensburgh Rd, to terminate at 195 Helensburgh Rd. Services would commence at the opposite 196 Helensburgh Rd stop, and follow a reverse routing (using Forbesbank Ave as a short cut) in the inbound direction. The route's in-service running time would increase by 1 minute per trip and distance by 0.4 km per trip compared to the present.

Route 50 would follow a similar route to Option 2, but terminate at Tuckett St as with the present route, to enable the two routes to interline via Helensburgh Rd. The route's in-service running time would reduce by 1 minute per trip and distance by 0.2 km per trip compared to the present, making the option essentially cost-neutral if dead running is excluded. Dead running would be limited to an estimated 2 minutes and 1.0 km per trip, which can be accommodated within existing layover times, although minor timetable adjustments would be required to allow for the changes in running times.

As with earlier options, this option would be enhanced by constructing bus bays for the bus stops near Wakari Kindergarten. It would also require a new inbound bus stop near the Lynn

St/Chapman St intersection to replace bus stops that would no longer be utilised. Some bus stops would also need to be reinstated or removed.

This option is feasible, since it would maintain similar coverage to present, is largely cost-neutral, and relatively simple to implement, although it is somewhat dependent on the interlining of the two routes and it does not provide a local point for passengers to transfer between the routes, although they can connect in the central city.

3.6 Option 4

Option 4 is shown in **Figure 9**.

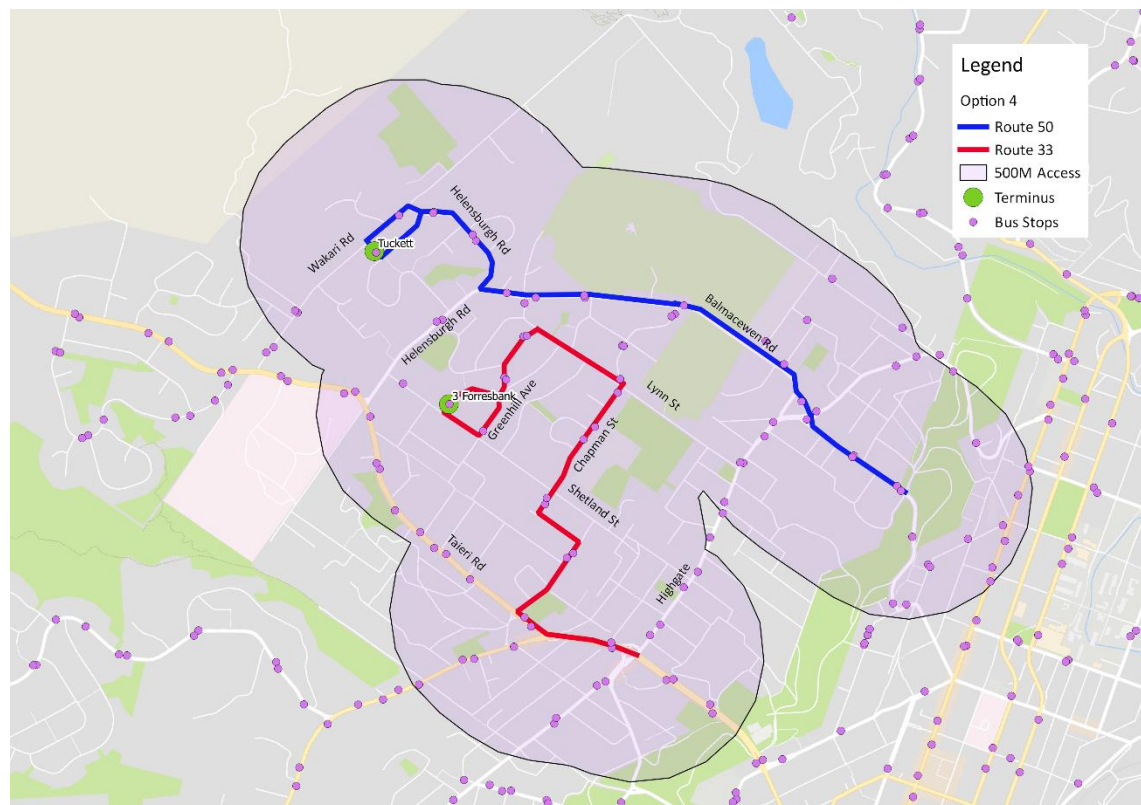


Figure 9: Option 4 routes (non-study area portions and other routes omitted for clarity)

Under this option, Route 33 would follow a Nairn St, Kinsman St, Dale St, Chapman St, Lynn St, Mayfield Ave, Crichton St, Greenhill Ave, to Shetland St routing in the outbound direction, and terminate at 3 Forresbank Ave. Services would commence from the same bus stop, and follow a reverse routing from the Forresbank Ave / Greenhill Ave intersection in the inbound direction. The route would have the same in-service running time as present, and distance would reduce by 0.3 km per trip.

Route 50 would follow a Balmacewen Rd, Helensburgh Rd, Wakari Rd routing in the outbound direction, and terminate at Tuckett St, similarly to Option 3. Services would commence at the same stop, and use the northern section of Centennial Ave (which was previously served by the old Route 50/51) to connect back to Helensburgh Rd and a reverse routing in the inbound direction. The route's in-service running time would reduce by 1 minute per trip and distance by 0.2 km per trip compared to the present.

The routes would be operationally decoupled, and focused on serving specific ridge areas that are difficult to access from other routes. The northern end of Shetland St and southern end of

Helensburgh Rd (and surrounding streets) would lose direct service, but can be adequately accessed from either route and the Route 44 Halfway Bush route, which runs via Taieri Rd.

The option would require some changes to vehicle allocation and layover, but this would potentially improve reliability by providing a better buffer at each end of both routes across all time periods. The two termini are close enough to allow vehicles to interline between routes if required, but the option does not appear to require any dead running. The proposed termini streets are narrow, but are or have been used by buses, and should not be any more disruptive or unsafe if used for this purpose.

As with earlier options, this option would be enhanced by constructing bus bays for the bus stops near Wakari Kindergarten. It would also require a new inbound bus stop near the Lynn St/Chapman St intersection to replace bus stops that would no longer be utilised, and it would be desirable to add a new outbound bus stop near 230 Balmacewen Rd to improve coverage there, although this is not essential. Some bus stops would also need to be reinstated or removed.

This option is feasible, since it would maintain similar coverage to present, is cost-neutral (and may reduce operating costs slightly), and relatively simple to implement. It does not provide a local point for passengers to transfer between the routes, although they can connect in the central city.

3.7 Option 5

Option 5 is shown in **Figure 10**.

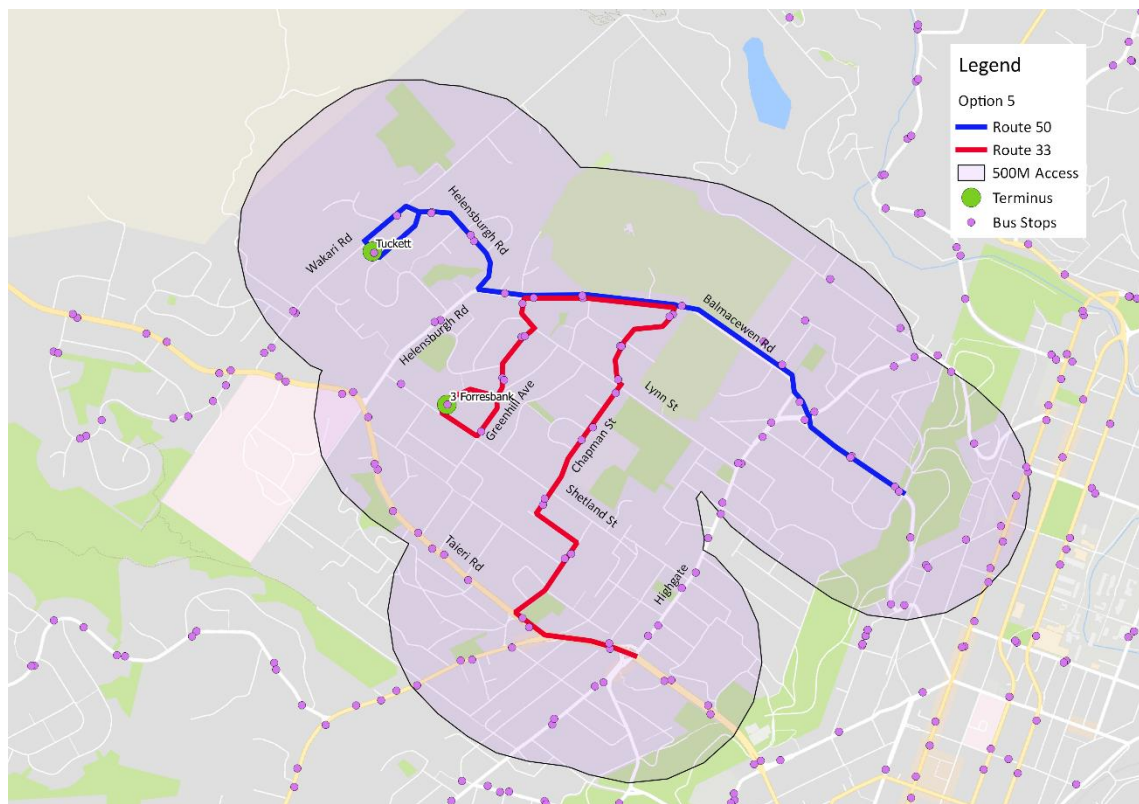


Figure 10: Option 5 routes (non-study area portions and other routes omitted for clarity)

This option is very similar to Option 4, and Route 50 would be the same as that option in all respects, with the same in-service running time and distance as present.



However, Route 33 would follow a Chapman St, Balmacewen Rd, Lynn St routing between the Chapman St / Lynn St intersection and the Lynn St / Mayfield Ave intersection, similarly to the old routes in the area, and thus avoid the Lynn St hill. It is the only option that can do this and maintain adequate coverage within the available timetable. The route's in-service running time would increase by 1 minute per trip compared to the present, but this can be accommodated within the available layover. Distance would increase by 0.5 km per trip compared to the present.

The option differs from others in that no new bus stop infrastructure would be required, although it would be desirable to add a new outbound bus stop near 230 Balmacewen Rd to improve coverage there. Some bus stops would need to be reinstated or removed.

This option is feasible, since it would maintain similar coverage to present, is largely cost-neutral, is relatively simple to implement, avoids the Lynn St hill, and provides a local point for passengers to transfer between the routes.

4. Recommendation

Four of the five options have been shown to be feasible, although Options 2 & 3 assume interlining between the routes, and thus require a short section of dead running that may increase overall operating costs. Those options and Option 4 also continue to use the Lynn St hill, which may continue to be problematic, although the issues associated with the bus stops near the Wakari Kindergarten can be addressed by constructing bus bays in the grass verges in the area. Options 2-4 also do not provide a local point for passengers to transfer between the routes, although they can connect in the central city.

Option 4 and 5 are consequently recommended for further consideration, as they:

- address the identified issues, including bus use of the problematic Shetland St, Lynn St (Option 5 only) and Centennial Ave hills;
- maintain coverage within the study area (although with slightly-reduced coverage of some parts of Maori Hill);
- are simple to implement, requiring only slight timetable changes;
- require no new bus stop infrastructure (Option 5 only – Option 4 would require some new infrastructure on Lynn St);
- allow passengers from either route to connect to other services reach a range of destinations, including the hospital and university; and
- are largely cost neutral (excluding infrastructure costs), since service hours would reduce by 300 hours per annum under Option 4 and are the same as present under Option 5, while service km would reduce by 9000 km per annum and increase by 5400 km per annum respectively.

Implementation of either option should not trigger the RPTP significance policy, since the changes are minor in scale. Targeted community consultation, as has taken place throughout the review process, should therefore be sufficient, with the subsequent addition of a minor addendum in the next update to the RPTP.

TDG