


14 October 2022

File Ref: OIAP-7-25755



Tēnā koe 

Request for information 2022-156

I refer to your request for information dated 18 September 2022, which was received by Greater Wellington Regional Council (Greater Wellington) on 18 September 2022. You have requested the following:

“For the years of 2018, 2019, 2020, 2021, 2022 (TO DATE):

- 1) Breakdown of spend by Metlink on public transport?*
- 2) Money made by Metlink public transport?*
- 3) Breakdown of spend by Metlink on alternate measures to keep public transport going e.g replacement buses (region and year), ubers or other alternatives used but not stated on this list.*
- 4) Breakdown of spending on alternate measures to keep public transport (buses) such as relief drivers.*
- 5) Number of services cancelled (and percentage) from timetable for buses by month this year.*
- 6) Reasons for cancellations in 5.”*

Greater Wellington's response follows:

1. Breakdown of spend by Metlink

The requested information can be found in the Funding Impact Statement for Metlink Public Transport, in Greater Wellington's annual report for each year. The Annual Reports are publicly available on our website at <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/plans-and-reports/annual-reports/>. Refer to the Metlink Public Transport section in each report.

For your ease of reference we have extracted the funding impact statement for Metlink Public Transport from each Annual Report and have attached them here as *Attachment 1*. This contains a breakdown and comparison of spend in the 2017/2018, 2018/2019, 2019/2020, and 2020/2021 financial years.

Please note the annual report for 2021/2022 is currently being audited and will be available publicly at the end of this calendar year. Therefore, this part of your request is refused under section 17(d) of the Local Government Official Information and Meetings Act 1987 (the Act) as the information requested will soon be publicly available.

2. Money made by Metlink

Please refer to our answer to part one. Information about revenue received can be found in the funding impact statement in each annual report, under the heading 'sources of operating funding'.

3. Breakdown of spend on alternate measures to keep PT going (replacement buses, ubers, other alternatives)

The following table sets out the spend by Metlink on bus services to run existing and/or additional bus services to those already contracted (this does not include buses replacing trains):

Year	Amount	Providers
2018	\$244,388.23	Mana, NCS, NZ Bus
2019	\$479,709.66	Mana, NCS, NZ Bus
2020	\$129,067.86	Mana, NCS, NZ Bus, Tranzit
2021	\$189,929.55	Mana, NCS, NZ Bus, Tranzit

Some of the costs above were offset by a reduction in the payments made under the existing contracts with our bus operators.

Other alternative measures are covered as part of the operators' contracts. For example, planned bus replacements relate to rail work undertaken by Kiwirail. Bus replacement operators invoice Transdev directly for this.

4. Breakdown of spend on alternate measures to keep PT (buses) such as relief drivers

There are no relief drivers or other alternate measures used on our network. Therefore, this part of your request is refused under section 17(g) of the Act as the information requested is not held by Greater Wellington and we have no grounds for believing that the information is held by another local authority or a department of Minister of the Crown or organisation.

5. Number and percentage of bus service cancellations

The graph below presents the number and percentage of bus service cancellations by month for this year. The number of scheduled services is also provided as this is used to calculate the percentage of cancellations. Percentage of cancelled services = Cancelled services / Scheduled services.

BUS SERVICES & CANCELLATIONS

Month	Scheduled services	Cancelled services	% of services cancelled
Jan-22	82,687	1,339	1.6%
Feb-22	85,329	2,091	2.5%
Mar-22	98,124	5,382	5.5%
Apr-22	84,974	1,963	2.3%
May-22	96,588	4,498	4.7%
Jun-22	90,630	3,992	4.4%
Jul-22	92,846	4,898	5.3%
Aug-22	99,188	7,969	8.0%
Total	730,366	32,132	4.4%

6. Reasons for cancellations

We do not hold information about the reason for each cancelled service at a trip-by-trip level. However, bus operators provide us with general information about the reasons for cancellations. Typical reasons include driver absenteeism (such as sickness, annual leave etc.), vehicle breakdowns, road closures and unplanned disruptions (such as incidents involving emergency services, burst water pipes etc.), as well as the underlying bus driver shortage.

We would like to make note that the current bus driver shortage is heavily impacting upon our operators' ability to provide the desired service delivery levels. Metlink continues to work with the operators and Waka Kotahi NZ Transport Agency, and continues to advocate to central government, to address issues relating to the bus driver shortage.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā

A handwritten signature in blue ink, appearing to read 'sugar', enclosed in a thin black rectangular border.

Samantha Gain
Kaiwhakahaere Matua | General Manager Metlink

Attachment (1)

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2019

	2018/19 Actual \$000s	2018/19 Long Term Plan \$000s	2017/18 Long Term Plan \$000s	2017/18 Actual \$000s
Sources of operating funding				
General rate	-	-	-	-
Targeted rates	67,736	68,110	67,874	64,656
Subsidies and grants for operating purposes	81,734	79,575	80,425	67,509
Fees and charges	95,422	94,120	103,041	50,995
Fines, infringement fees, and other receipts ¹	9,248	7,613	2,207	4,514
Total operating funding	254,140	249,418	253,547	187,674
Applications of operating funding				
Payments to staff and suppliers	(228,167)	(221,826)	(216,733)	(170,337)
Finance costs	(13,693)	(14,265)	(15,772)	(12,757)
Internal charges and overheads applied	(9,352)	(9,567)	(3,968)	(5,853)
Total applications of operating funding	(251,212)	(245,658)	(236,473)	(188,947)
Surplus/(deficit) of operating funding	2,928	3,760	17,074	(1,273)
Sources of capital funding				
Subsidies and grants for capital expenditure	11,308	23,980	9,838	16,355
Increase/(decrease) in debt	40,050	46,650	16,257	(26,096)
Gross proceeds from asset sales	4	10	10	4
Total sources of capital funding	51,362	70,640	26,105	(9,737)
Applications of capital funding				
- to meet additional demand	(97)	(4,117)	-	(179)
- to improve the level of service	(1,700)	(7,398)	(20,898)	(7,571)
- to replace existing assets	(41,002)	(34,522)	(1,101)	(1,753)
(Increase)/decrease in investments ²	(13,536)	(30,748)	(22,157)	(7,197)
(Increase)/decrease in reserves	2,045	2,385	977	1,189
Total applications of capital funding	(54,290)	(74,400)	(43,179)	(15,511)
Surplus/(deficit) of funding	-	-	-	(26,521)
Depreciation on Public Transport assets	3,361	4,615	3,788	1,670

¹ This includes revenue from Greater Wellington Rail Limited for services provided to manage the rail assets.

² Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred, and recovers a share of the debt servicing costs from the NZTA. This expenditure is treated as operational expenditure in Greater Wellington's accounts as the underlying assets will mostly be owned by the Greater Wellington subsidiary Greater Wellington Rail Limited. This has the effect of creating an operational deficit which is funded by debt in accordance with Greater Wellington's Revenue and Financing policy.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the Long Term Plan 2018-28.

All figures on this page exclude GST.

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2019

	2018/19 Actual \$000s	2018/19 Long Term Plan \$000s	2017/18 Long Term Plan \$000s	2017/18 Actual \$000s
Operating funding				
Metlink public transport network planning	23,839	25,542	15,322	16,114
Rail operations and asset management	131,238	127,275	128,791	111,859
Bus and ferry operations and asset management	99,063	96,601	109,434	59,701
Total operating funding	254,140	249,418	253,547	187,674
Applications of operating funding				
Metlink public transport network planning	(22,387)	(26,591)	(13,751)	(13,825)
Rail operations and asset management	(121,530)	(120,479)	(110,063)	(109,784)
Bus and ferry operations and asset management	(107,295)	(98,588)	(112,659)	(64,078)
Total applications of operating funding (excluding improvements)	(251,212)	(245,658)	(236,473)	(187,687)
Improvement expenditure				
Bus and ferry operations and asset management	-	-	-	(1,260)
Total improvement expenditure	-	-	-	(1,260)
Total applications of operating funding (including improvements)	(251,212)	(245,658)	(236,473)	(188,947)
Net surplus/(deficit) of operating funding	2,928	3,760	17,074	(1,273)
Investment in Greater Wellington Rail Ltd				
Rail operations and asset management	(13,536)	(30,748)	(22,157)	(7,197)
Capital project expenditure				
New public transport shelters, signage, pedestrian facilities and systems	(1,059)	(45,997)	(21,958)	(7,275)
Land and buildings	(1,129)	-	-	-
Plant and equipment	(9,689)	-	-	(2,228)
Vehicles	(30,922)	(40)	(41)	-
Total capital expenditure	(42,799)	(46,037)	(21,999)	(9,503)
Total investment in Public Transport Infrastructure	(56,335)	(76,785)	(44,156)	(17,960)

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the Long Term Plan 2015-25.

All figures on this page exclude GST.

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2020

	2019/20 Actual \$000s	2019/20 Long Term Plan \$000s	2018/19 Actual \$000s	2018/19 Long Term Plan \$000s
Sources of operating funding				
General rate	-	-	-	-
Targeted rates	69,788	70,193	67,736	68,110
Subsidies and grants for operating purposes	145,288	75,095	81,734	79,575
Fees and charges	72,819	97,447	95,422	94,120
Fines, infringement fees, and other receipts ¹	8,532	6,194	9,248	7,613
Total operating funding	296,427	248,929	254,140	249,418
Applications of operating funding				
Payments to staff and suppliers	(273,621)	(214,601)	(228,167)	(221,826)
Finance costs	(13,224)	(14,323)	(13,693)	(14,265)
Internal charges and overheads applied	-	(9,949)	(9,352)	(9,567)
Total applications of operating funding	(286,845)	(238,873)	(251,212)	(245,658)
Surplus/(deficit) of operating funding	9,582	10,056	2,928	3,760
Sources of capital funding				
Subsidies and grants for capital expenditure	8,082	29,782	11,308	23,980
Increase/(decrease) in debt	(707)	14,587	40,050	46,650
Gross proceeds from asset sales	-	-	4	10
Total sources of capital funding	7,375	44,369	51,362	70,640
Applications of capital funding				
- to meet additional demand	(1,113)	-	(97)	(4,117)
- to improve the level of service	(556)	(32,885)	(1,700)	(7,398)
- to replace existing assets	(1,355)	(3,100)	(41,002)	(34,522)
(Increase)/decrease in investments ²	(16,461)	(20,660)	(13,536)	(30,748)
(Increase)/decrease in reserves	2,528	2,220	2,045	2,385
Total applications of capital funding	(16,957)	(54,365)	(54,290)	(74,800)
Surplus/(deficit) of funding	-	-	-	-
Depreciation on Public Transport assets	5,084	6,064	3,361	4,615

¹ This includes revenue from Greater Wellington Rail Limited for services provided to manage the rail assets.

² Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred, and recovers a share of the debt servicing costs from the Waka Kotahi/NZ Transport Agency. This expenditure is treated as operational expenditure in Greater Wellington's accounts as the underlying assets will mostly be owned by the Greater Wellington subsidiary Greater Wellington Rail Limited. This has the effect of creating an operational deficit which is funded by debt in accordance with Greater Wellington's Revenue and Financing policy.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the Long Term Plan 2018-28.

All figures on this page exclude GST.

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2020

	2019/20 Actual \$000s	2019/20 Long Term Plan \$000s	2018/19 Actual \$000s	2018/19 Long Term Plan \$000s
Operating funding				
Metlink public transport network planning	20,279	24,940	23,839	25,542
Rail operations and asset management	164,256	128,635	131,238	127,275
Bus and ferry operations and asset management	111,892	95,354	99,063	96,601
Total operating funding	296,427	248,929	254,140	249,418
Applications of operating funding				
Metlink public transport network planning	(20,423)	(24,525)	(22,387)	(26,591)
Rail operations and asset management	(154,851)	(119,703)	(121,530)	(120,479)
Bus and ferry operations and asset management	(111,571)	(94,645)	(107,295)	(98,588)
Total applications of operating funding (excluding improvements)	(286,845)	(238,873)	(251,212)	(245,658)
Improvement expenditure				
Bus and ferry operations and asset management	-	-	-	-
Total improvement expenditure	-	-	-	-
Total applications of operating funding (including improvements)	(286,845)	(238,873)	(251,212)	(245,658)
Net surplus/(deficit) of operating funding	9,582	10,056	2,928	3,760
Investment in Greater Wellington Rail Limited				
Rail operations and asset management	(16,461)	(20,660)	(13,536)	(30,748)
Capital project expenditure				
New public transport shelters, signage, pedestrian facilities and systems	(2,164)	(35,985)	(1,059)	(45,997)
Land and buildings	(836)	-	(1,129)	-
Plant and equipment	(24)	-	(9,689)	-
Vehicles	-	-	(30,922)	(40)
Total capital expenditure	(3,024)	(35,985)	(42,799)	(46,037)
Total investment in Public Transport Infrastructure	(19,485)	(56,645)	(56,335)	(76,785)

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the 2018-28 Long Term Plan.

All figures on this page exclude GST.

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2021

	2020/21 Actual \$000s	2020/21 Long Term Plan \$000s	2019/20 Actual \$000s	2019/20 Long Term Plan \$000s
Sources of operating funding				
General rate	-	-	-	-
Targeted rates	77,037	78,511	69,788	70,193
Subsidies and grants for operating purposes	118,614	76,830	145,288	75,095
Fees and charges	79,778	99,738	72,819	97,447
Fines, infringement fees, and other receipts ¹	8,912	2,759	8,532	6,194
Total operating funding	284,341	257,838	296,427	248,929
Applications of operating funding				
Payments to staff and suppliers	(249,330)	(215,856)	(273,621)	(214,601)
Finance costs	(11,927)	(14,731)	(13,224)	(14,323)
Internal charges and overheads applied	-	(10,477)	-	(9,949)
Total applications of operating funding	(261,257)	(241,064)	(286,845)	(238,873)
Surplus/(deficit) of operating funding	23,084	16,774	9,582	10,056
Sources of capital funding				
Subsidies and grants for capital expenditure	-	30,947	8,082	29,782
Increase/(decrease) in debt	(3,221)	11,443	(707)	14,587
Gross proceeds from asset sales	-	-	-	-
Total sources of capital funding	(3,221)	42,390	7,375	44,369
Applications of capital funding				
- to meet additional demand	(187)	-	(1,113)	-
- to improve the level of service	310	(28,708)	(556)	(32,885)
- to replace existing assets	(1,086)	(3,648)	(1,355)	(3,100)
(Increase)/decrease in investments ²	(16,709)	(26,651)	(16,461)	(20,660)
(Increase)/decrease in reserves	(2,190)	(157)	2,528	2,220
Total applications of capital funding	(19,863)	(59,164)	(16,957)	(54,425)
Surplus/(deficit) of funding	0	-	-	-
Depreciation on Public Transport assets	5,337	9,389	5,084	6,064

¹This includes revenue from Greater Wellington Rail Limited for services provided to manage the rail assets.

²Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred, and recovers a share of the debt servicing costs from the New Zealand Transport Agency. This expenditure is treated as operational expenditure in Greater Wellington's accounts as the underlying assets will mostly be owned by the Greater Wellington subsidiary Greater Wellington Rail Limited. This has the effect of creating an operational deficit which is funded by debt in accordance with Greater Wellington's Revenue and Financing policy.

This statement is not an income statement. It excludes all non cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the Long-Term Plan 2018-28.

All figures on this page exclude GST.

PUBLIC TRANSPORT

FUNDING IMPACT STATEMENT

FOR THE YEAR ENDING 30 JUNE 2021

	2020/21 Actual \$000s	2020/21 Long Term Plan \$000s	2019/20 Actual \$000s	2019/20 Long Term Plan \$000s
Operating funding				
Metlink public transport network planning	18,185	24,019	20,279	24,940
Rail operations and asset management	146,299	132,399	164,256	128,635
Bus and ferry operations and asset management	119,857	101,420	111,892	95,354
Total operating funding	284,341	257,838	296,427	248,929
Applications of operating funding				
Metlink public transport network planning	(19,421)	(21,710)	(20,423)	(24,525)
Rail operations and asset management	(128,712)	(121,251)	(154,851)	(119,703)
Bus and ferry operations and asset management	(113,123)	(98,103)	(111,571)	(94,645)
Total applications of operating funding (excluding improvements)	(261,256)	(241,064)	(286,845)	(238,873)
Improvement expenditure				
Bus and ferry operations and asset management	-	-	-	-
Total improvement expenditure	-	-	-	-
Total applications of operating funding (including improvements)	(261,256)	(241,064)	(286,845)	(238,873)
Net surplus/(deficit) of operating funding	23,085	16,774	9,582	10,056
Investment in Greater Wellington Rail Limited				
Rail operations and asset management	(16,709)	(26,651)	(16,461)	(20,660)
Capital project expenditure				
New public transport shelters, signage, pedestrian facilities and systems	(931)	(32,356)	(2,164)	(35,985)
Land and buildings	-	-	(836)	-
Plant and equipment	(33)	-	(24)	-
Vehicles	-	-	-	-
Total capital expenditure	(964)	(32,356)	(3,024)	(35,985)
Total investment in Public Transport Infrastructure	(17,673)	(59,007)	(19,485)	(56,645)

This statement is not an income statement. It excludes all non cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to the "Revenue and Financing Policy" in the Long-Term Plan 2018-28.

All figures on this page exclude GST.