

## By email

10 July 2015

File Ref: E/01/05/02

Greg Bodnar  
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Dear Mr Bodnar

### Request for information 2015/056

I refer to your request for information dated 18 June 2015, which was received by Greater Wellington Regional Council on 18 June 2015. You have requested the following information:

*“What information had been obtained that caused the [Integrated Fares and Ticketing] project to be reassessed to nearly double the earlier estimate? What costs are included for the \$74.96m? Please break this down into capital item estimates and operational costs.*

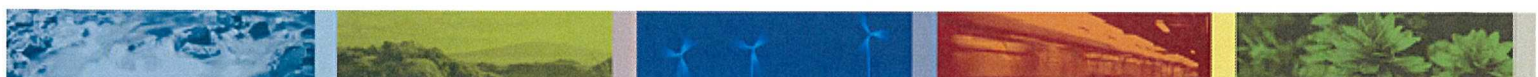
*Given the high cost of implementation, what benefits are anticipated? Please include expected patronage growth, revenue growth and wider benefits, such as congestion relief.”*

Greater Wellington Regional Council’s response follows.

#### Increase to Published Cost Estimates

The primary difference between the dollar amount referenced in the Regional Public Transport Plan (\$39 million) and the amount referenced in the more recent Council Report (\$75 million) is that the former is estimated capital expenses only, and the latter is estimated capital expenses plus six years of estimated operating expenses.

Additionally, the \$39 million estimate does not include on-board bus ticketing infrastructure, although it does include the necessary ticketing equipment for trains.



The most recent figures in our accounting show a projected six-year cost of \$75 million, which can be broken down as follows:

**Operating Expenses (six years):** \$24 million  
**Capital Expenses:** \$51 million

The current Capital Expenses estimate includes a recent revision of costs using updated figures, and includes the cost for on-board bus ticketing infrastructure, as well as an associated increase in the contingency figure.

It should be noted that implementation of IFT will only proceed following a positive outcome from a detailed business case that will refine cost estimates.

### **Anticipated Benefits of Integrated Fares and Ticketing**

The expected outcomes from the Integrated Fares and Ticketing (IFT) programme align closely with the objectives of the New Zealand Transport Agency, GWRC, the Wellington Regional Land Transport Plan and the region's local city and district councils. Quantitative estimates of the benefit are not available at this point.

Preliminary patronage and revenue impacts will be estimated in the development of the business case for IFT; however, as part of a programme of public transport improvement projects it may be difficult to attribute changes in these areas specifically to a single initiative.

IFT is a system that will enable other public transport projects, which together are expected to achieve significant and quantifiable benefits for the region. These projects include Bus Rapid Transit, Bus Priority, PTOM contracting for bus and rail networks, the regional Rail Plan, and fundamental changes to the Wellington bus network. Each of these projects will be facilitated by or are dependent on IFT.

IFT is also expected to realise significant benefits in customer experience, and to provide detailed usage data that will support analysis and planning for the public transport network in Wellington Region going forward.

While we can advise you of expected benefits we are unable to address your request for statistics on patronage growth and revenue growth as this information does not yet exist. Therefore this part of your request is being refused under section 17 (e) of the Local Government Official Information and Meetings Act (the Act) on the grounds that the information requested does not exist.

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 Act.

Yours sincerely



for

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