



*caring about you & your environment*

## **Report 01.812**

27 November 2001

File: T/10/1/1

[01.812\_djw]

Report to the Passenger Transport Committee  
From Dr D J Watson, Division Manager Transport

### **Quality Partnership Agreement – Bus Services in Wellington City**

#### **1. Purpose**

To receive the current “1998-2002 Quality Partnership – Urban Bus Services Wellington City” entered into by Stagecoach Wellington, Wellington City Council and the Wellington Regional Council.

To agree to the development of a further Quality Partnership Agreement (QPA) for bus services in Wellington for the 2002 to 2006 period covering Stagecoach Wellington, Newlands/Mana, the City and Regional Councils.

#### **2. Background**

**Attachment 1** is a copy of the current QPA. QPAs were started in the United Kingdom deregulated bus market to improve overall service quality for users. The Wellington Bus QPA was a New Zealand version of the concept. I am not aware of any other QPAs in New Zealand. Auckland Region established a Passenger Transport Implementation Plan which has served a similar purpose.

The current QPA contains a list of proposed outcomes many of which have subsequently proved to be too ambitious. A major problem has been difficulties in getting Wellington City to undertake bus priority measures on key routes even though the Regional Council was prepared to purchase these facilities and budgeted accordingly. The Wellington City argued that issues of road capacity through the CBD needed to be first resolved by the construction of the inner city bypass. In recent months Wellington City have taken a greater interest in bus only facilities like bus lanes and signal preemption.

### **3. Comment**

The current QPA does not include Newlands/Mana. It is not usual in the UK to have a QPA covering more than one operator. Here in Wellington the main issues relate to the CBD and this involves both bus operators. Wellington City appear happy to include both operators.

The current QPA does not bind any of the parties to it. Though this may not ensure its implementation it would be difficult to set out a five year programme that all parties would be willing to sign up to unconditionally. The QPA acts more as a catalyst for change than a blueprint. However, to ensure the parties have more than just moral obligations to progress the agreement it needs to be formally adopted by both Councils.

### **4. Communications**

There is nothing to communicate until a new QPA has been adopted.

### **5. Recommendations**

1. *That a draft Quality Partnership Agreement be prepared in conjunction with Wellington City, Stagecoach Wellington and Newlands/Mana that covers all bus services in Wellington City for the period 2002 to 2006.*
2. *That the draft agreement, once available, be submitted to this Committee for adoption.*

DAVE WATSON  
Divisional Manager, Transport

**Attachment:**

1. **Copy of Quality Partnership Agreement**