



Report 10.179
Date 8 April 2010
File TD/03/01/01

Committee Transport & Access Committee
Author Doug Weir, Public Transport Planner

Service review update - April 2010

1. Purpose

To update the Committee on the status of current service reviews.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Porirua bus service review

The work on the Porirua review is now largely complete. The final timetable is however still dependent on (and likely to change as a result of) changes to the rail timetables resulting from the extension of rail services to Waikanae. Implementation of the Porirua bus changes is dependent on the outcome of the MOT led review of the Public Transport Management Act 2008 (and related procurement issues).

4. Wellington City public transport review

Strategic planning is now underway. Two key scenarios, developed as a result of the public consultation, have been presented to operators and other key stakeholders.

The first scenario involves more through-running of services i.e. more services such as the Lyall Bay to Karori service, and less services terminating in the CBD. More through-running will allow the network to operate more efficiently and at less cost, and increase the range of non-CBD destinations available to passengers. The extra cost can then be used on various service level improvements.

The second scenario, which can be implemented in conjunction with the first, involves the use of “hubs” at key locations (perhaps at places such as Karori and Miramar). Feeder services would bring passengers to the hubs, with passengers then transferring to express-like services to the CBD. A hub system

will also be more efficient than the current system, and increase the speed and frequency of services and reduce the total number of buses travelling into the CBD, resulting in less bus congestion. But there are some infrastructure requirements, such as passenger interchange facilities and bus priority.

Initial reaction to the scenarios has been positive, and the concepts will be tested further through focus groups. The scenarios are being developed further, as is a trial hub concept.

5. Manners Mall

The Environment Court has heard the appeal against the decision to open the mall to buses. A decision is awaited.

Officers have undertaken some work regarding the positioning of bus-stops on the proposed new route, and are currently involved in discussions regarding this with Wellington City Council. Removing one of the stops in the Manners Mall area will speed up travel through the CBD, and result in little inconvenience to waiting passengers.

6. Rail timetable review

Greater Wellington and Tranz Metro are currently finalising the rail timetables, which are planned to be implemented in the second half of this year, ahead of the introduction of the new Matangi units into service. Changes to rail timetables will have a substantial flow-on effect to those bus services which connect to trains (meaning many bus timetables need to be revised).

This work is very time consuming and top priority, and will mean some delays to other projects.

7. Otaihanga/Paekakariki Bus Services

The Otaihanga and Paekakariki bus services have been reviewed by this Committee several times recently due to their poor performance. The Committee has previously resolved that unless the services can average at least four passengers per trip and have a fare recovery level of at least 20%, then the services should end.

In an effort to meet these thresholds, a trial “door-to-door” service was introduced on 17 August 2009. The new service was to operate as follows:

- On a “demand responsive” basis (requiring customers to phone in to book the service, with it picking up and dropping passengers at their door)
- On an unchanged two day-a-week basis for Otaihanga
- On a reduced three day-a-week basis for Paekakariki (down from five days a week)
- All fares were increased by \$1 per trip to reflect the door-to-door aspect of the service.

The new service has now completed six full months of service. Figures for that period (with the figures for the previous 12 months in brackets) are as follows:

	Council Threshold	Otaihanga	Paekakariki
Average passengers per trip	4.0	3.6 (3.3)	5.1 (2.8)
Cost recovery	20%	19.2% (16.2%)	21.8% (12.0%)

The figures show an increase in passengers per trip, and an increase in cost recovery. The thresholds set by this Committee have now been met by the Paekakariki service, and are very close to being met by the Otaihanga service. It is proposed that the services will therefore now be made permanent.

8. Communication

The results of the Otaihanga and Paekakariki service changes will be advised to the operator and users of the services, as well as the local council and community boards (who will be thanked for their assistance with ensuring the continuation of these services).

9. Recommendations

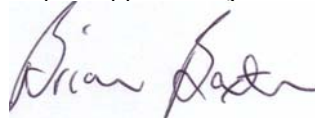
That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Notes that the Paekakariki bus service has now met Council requirements and agrees that it will be made permanent.***
4. ***Notes that the Otaihanga bus service is close to meeting Council requirements and agrees that it will be made permanent.***

Report prepared by:

Doug Weir
Public Transport Planner

Report approved by:



Brian Baxter
Manager, Design and
Development

Report approved by:

Wayne Hastie
General Manager, Public
Transport