

## Report 00.549

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Report to the Passenger Transport Committee  
By Anthony Cross, Manager, Public Transport

### Public Transport Update: July 2000

#### 1. Purpose

To update the Committee on recent developments and work in progress in the Public Transport Department.

#### 2. Timetables on the Web

Previous estimates of the time required to get the timetables live on the Council's website proved to be wildly optimistic. However, the site was finally "soft-launched" on 28 June 2000. The soft launch means that interested outsiders have the opportunity to check the site and point out any minor errors, etc, before it is actively promoted to a wider audience. The Communications Department is assisting us to do this in the near future, in conjunction with promoting the Council's transport role on buses and trains.

The site's address is [www.wrc.govt.nz/timetables](http://www.wrc.govt.nz/timetables).

#### 3. Annual Passenger Survey

... BRC's report of this year's survey is **attached**. Note that there is a wide range of cross-tabulations which can be calculated in addition to those shown in the report.

The questions about origin and destination (the points between which passengers were travelling when they were surveyed) are expected to be very useful in helping us to calculate passenger kilometres under Transfund's new patronage funding regime.

#### 4. Porirua and Kapiti Healthlinks – Health and Disability Services Integration Project

... We have been involved on the periphery of this project, and are mentioned in the draft report which has just been released. Some extracts are **attached**. Among other changes to the detail, I will be seeking an assurance that the Council will be included in the list of disability service providers in the final version of the report!

## 5. Service Issues

### 5.1 Kapiti Coast

The Paraparaumu Beach route changes which were introduced on 1 May 2000 have had to be re-timetabled as they were found to be unworkable, in part because of the length of time taken for buses to get through the Coastlands complex and because of worsening traffic congestion on Kapiti Road.

Because the number of inter-peak buses has been doubled to make the timetable work, the extra cost to the Council is in the order of \$100,000 per year. This was agreed to in the short-term given that the whole service will be fully contestable again in the near future, and given that we are anticipating a significant increase in the overall cost of Kapiti bus services to reflect the area's growth and to fulfil the expectations of the Regional Land Transport Strategy.

### 5.2 After Midnight Service for Kapiti

The Council of Youth in Kapiti has been told that we will shortly call for tenders for an After Midnight service between Wellington and the Kapiti Coast. It is proposed that the service will begin with just one trip each Saturday and Sunday morning, from Courtenay Place at 2am. The fare is likely to be \$10.00 (compared to \$5.00 for travel to Tawa, Porirua or the Hutt Valley).

### 5.3 After Midnight Services to Tawa-Porirua-Whitby and the Hutt Valley

The late night buses to Tawa-Porirua-Whitby and the Hutt Valley have got off to a very positive start. The Hutt service already requires two buses on each 2am and 3am departure from Courtenay Place, to cope with the patronage offering.

In the first seven weekends of operation the Porirua service carried an average of 120 passengers (20 per trip) at an average subsidy of \$3.75 per passenger. The subsidy per passenger was \$8.75 on the first weekend and had reduced to only 43 cents by the weekend of 24 and 25 June.

The Hutt services have carried far more people but the subsidy per passenger is higher because of the need to provide a trunk bus service and 3 feeders every hour in order to serve as much of the valley as possible. Passenger numbers have ranged from 150 in the first weekend (25 per departure from Courtenay Place) to 406 (68 passengers per departure). Subsidy per fare has correspondingly ranged from \$9.30 on the first weekend to a low of \$1.08 – an average of \$4.16 so far. Because of these numbers the service will shortly be increased to 7 half-hourly departures between 12.30 am and 3.30 am instead of three hourly departures (two of which have been banked).

### 5.4 After Midnight Services – Wellington City

Two new two-year contracts have been let for After Midnight services in Wellington following the end of the trial service periods.

As reported to the 11 May 2000 meeting of the Committee, the service will be more expensive to provide because it will need to use more buses in order to cater for the demand. The use of more buses will however enable more suburbs to be served.

As a result there are now five services in Wellington City (not including Tawa) instead of three.

... A copy of the website description of the new services is **attached**. Copies of the new printed timetable are expected to be available by the day of the Committee's meeting.

## 6. **Review of Vehicle Quality Standards and Tender Evaluation**

... A draft report (**attached**) has been received which, with some further changes, will shortly be distributed to operators for their comments. This issue will be the subject of a full report to the next meeting of the Committee.

## 7. **Other Matters Previously Reported to the Committee which are in Progress or Pending**

### 7.1 **Total Mobility Review**

### 7.2 **Titahi Bay (Pikarere Street)**

### 7.3 **Quality Partnership Agreement with Porirua City Council and Mana Coach Services**

Regular meetings are now being held between the three parties with a view to a draft document being presented to the relevant committees of the two Councils later this year. This project (along with a number of others) was delayed by the uncertainty which surrounded the change of ownership of Mana Coach Services, but this issue is now resolved.

### 7.4 **Churton Park, Grenada Village, Newlands**

### 7.5 **Days Bay – Queens Wharf Ferry Service**

Discussions are underway with Transfund New Zealand as to the most practicable way of trialling output-based funding on this service.

### 7.6 **Route 76 (Lower Hutt-Waterloo Interchange-Waiwhetu-Gracefield-Seaview-Petone)**

Some correspondence has been received from users of this service after news of its likely withdrawal was publicised following the Committee's last meeting.

### 7.7 **Miramar and Seatoun Peak Period Express Routes**

The public consultation exercise for these routes has been a great success, with just over 400 responses received. The analysis of the results will be reported to a future meeting of the Committee as a detailed case study. Prizes of a Stagecoach Wellington Gold Pass were awarded to E N Yiannoutsos of Strathmore Park, Steve Andrews of Seatoun and Lee Young of Miramar.

... The survey questionnaire is **attached**.

## 8. **Contracts Expiring in 2000**

The tendering round is running behind schedule, which may require existing contracts to be extended slightly.

**9. Recommendations**

*That the report be received and the information noted.*

Report prepared by:

Approved for submission by:

ANTHONY CROSS  
Manager, Public Transport

DAVE WATSON  
Divisional Manager, Transport

**Attachments : 5**