



Report 08.422
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File TD/03/02/07

Committee Transport & Access Committee
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Advisor

Improvements to Owhiro Bay Bus Service

1. Purpose

To consider the petition seeking extra bus services to and from Owhiro Bay.

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. Background

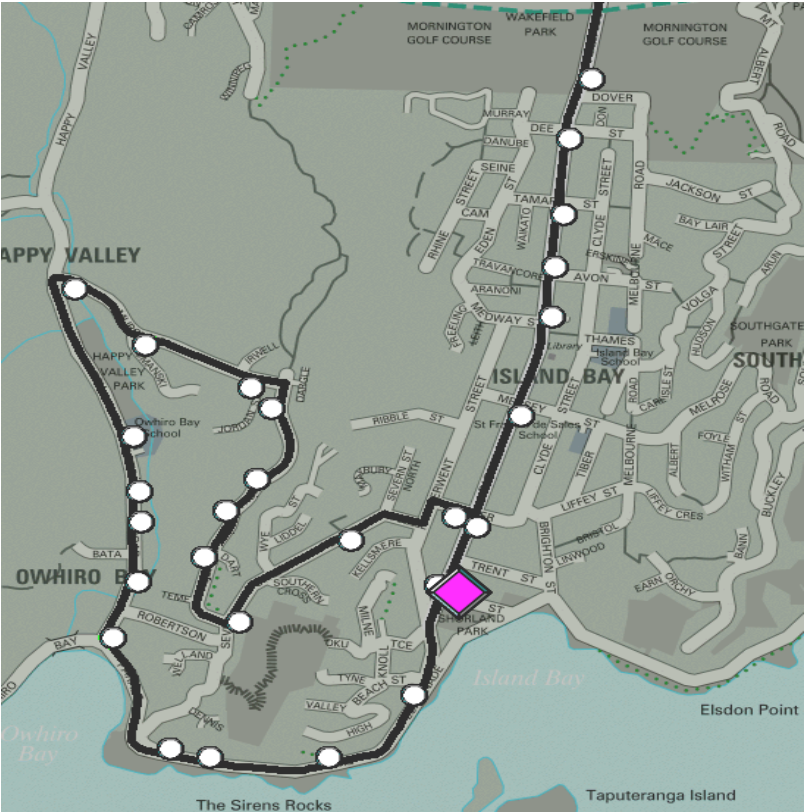
A petition to increase bus services to and from Owhiro Bay, especially at weekends, was submitted to the Transport and Access Committee on 7 May 2008.

There are two Greater Wellington subsidised routes that serve the larger Owhiro Bay/Happy Valley and Ohiro Road area - route 4 and route 29.

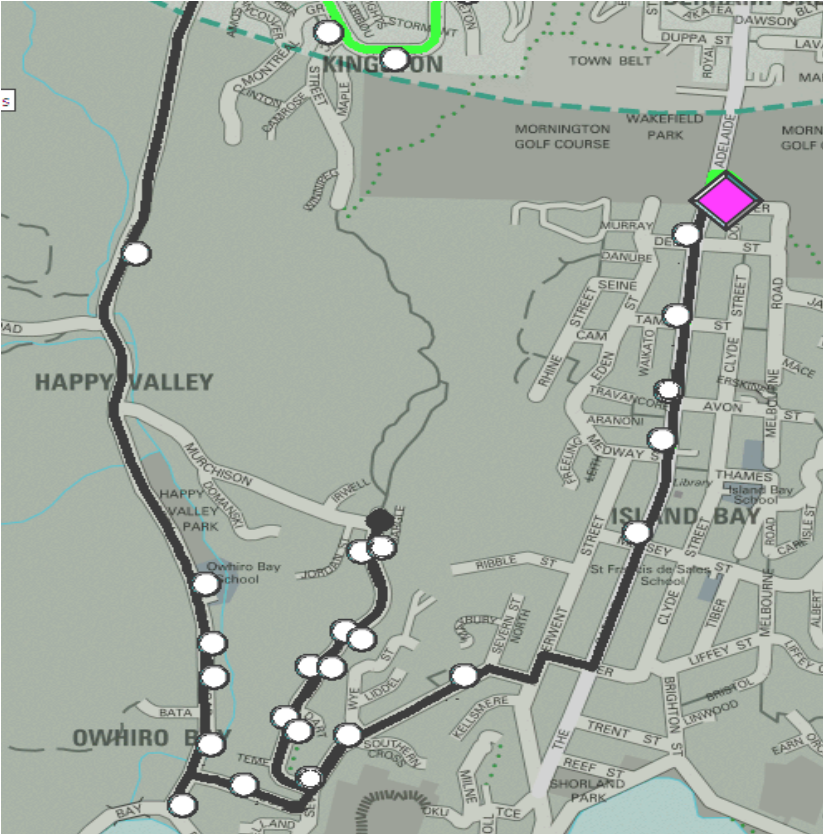
Route 4 is a peak weekday only service. There are six services between 7:00am and 8:00am in the morning, and there are eleven afternoon peak services between 3:30pm and 6:30pm. Two of these trips run on school days only. The route covers Owhiro Bay Parade, sections of Happy Valley Road, Murchison Street, Frobisher Street, Severn Street area and then runs directly to Wellington City via Adelaide Road.

Route 29 is a weekday only inter-peak shopper service provided with a small bus. This is the only bus service to service Ohiro Road, Brooklyn/Happy Valley. The service runs between Newtown and Island Bay, via Owhiro Road. There are nine services to Island Bay, and seven from Island Bay, running about every 75 minutes between 8:20am and 5:50pm. Maps of both services are shown below.

Route 4 Map



Route 29 Map



Route 4 and 29 are bundled into a contract with Kowhai Park (route 8) and has a current contract price of \$721,831. Details of current patronage and passengers per trip are shown below:

Route	Patronage 06/07	Passenger Per trip 06/07
4	210,205	46
29	36,181	10

4. **Comment**

Requests for new services needs to be viewed in terms of the broader picture of how bus services work in Wellington City. Wellington City (excluding Northern Suburbs) is served by 32 bus routes. Of these, 12 routes have limited weekday services, and 21 routes do not have weekend services.

The cost of providing an hourly weekend Route 4 service between 6.00am and 7.00pm has been estimated at \$136,339 per year.

There are other options however. As part of an investigation in 2007 into weekend services to Kowhai Park (in response to requests from the Brooklyn Residents Association) an approximate price was sought for a combined weekend service for Kowhai Park and Owhiro Bay. The price, for an hourly service from Kowhai Park to Brooklyn Shops and an hourly service from Owhiro Bay to Brooklyn Shops, was \$27,972 for a Saturday service, plus another \$39,538 for a Sunday service (a total of \$67,510).

While increasing services on these routes may appear desirable, 21 routes in Wellington do not have a weekend service and given current budget pressures, addressing capacity issues at peak times must be a higher priority.

However that is not to say that improving off-peak services should be ignored. A review of Wellington City bus service is due to commence later this year, and the Owhiro Bay area will be reviewed as part of that process.

5. **Communication**

The Committee's decision will be communicated to Raewyn Barrington who presented a petition to the committee to increase bus services to and from Owhiro Bay.

6. **Recommendation**

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report***

3. *Agrees to include the review of Owhiro Bay services as part of the Wellington City service review.*

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