

Summary of PT capacity issues and action plan at April 2011

Service	Issue	Confirmed Actions	Outstanding Actions
BUS: Hibiscus Coast 897 and 895, 893	Mostly at capacity in peaks	Larger vehicles put on in March	<p>IMMEDIATE TERM: Increase Silverdale to CBD frequency from 5 to 7 – 8 trips in AM and PM peaks, also looking at options for trips from Pacific Plaza /Orewa to CBD also - price to be confirmed by NZ Bus.</p> <p>Options to reallocate resource from SH17 services being investigated, including removal of this service to part-fund above or remove early AM Hibiscus Coast services that are not heavily utilised.</p> <p>MEDIUM TERM: Silverdale Park & Ride phase 1 mid-2011 (100 to 200 spaces) and expansion in 2012 with additional trips required to cater for growth from P&R</p>
BUS: Mt Eden Road	AM peak capacity	From Wednesday 13 April: 2 additional vehicles operating to run 6 x 274 peak trips. Also extend 4 x 274 short running trips from Mt Eden trips back to begin at Balmoral Road as not running to CBD with full loads (3/4 loads on average).	<p>IMMEDIATE TERM: Under negotiation with NZ Bus for AM peak: 3 minute frequency from 7am - 9am, run 5 minute frequency from 9am - 10am (currently 6/7 minute headway) and run 7 minute frequency from 10am - 11am (currently 10 minute headway).</p>
	PM peak capacity	From Monday 18 April: 2 extra buses from Christchurch to operate 7 x trips. Will be slotted in advance of most problematic trips starting pm shoulder peak through to approx 19:00. Mix of 274 and 277 service trips.	<p>IMMEDIATE TERM: Under negotiation with NZ Bus for PM peak: - Increase from 5 minute frequency to 4 minute frequency between 17:00 - 18:30, increase from 10 minute frequency to 5 minute frequency from 18:30 - 19:00, increase from 10/15 minute frequency to 10 minute frequency from 19:00 - 20:30.</p>
BUS: Dominion Road	AM peak capacity	From Monday 18 April: 2 x additional buses from Christchurch running 3 x trips each between 07:00 - 10:00	<p>IMMEDIATE TERM: Under negotiation with NZ Bus - Adjustment of trips/trip types on corridor to ensure loads are spread more evenly</p>
	PM peak capacity	From Monday 18 April: 2 x additional buses running 3 trips each between 17:00 - 20:00. Some of these will be short running trips to May Road, some longer trips to Lynfield or Blockhouse Bay. Additional buses from Wellington and Christchurch.	<p>IMMEDIATE TERM: Under negotiation with NZ Bus: Increase PM peak frequency from 5 minutes to 4 minutes (requires 3 x additional buses) between 15:00 - 20:00.</p>

Service	Issue	Confirmed Actions	Outstanding Actions
BUS: Long Bay to Newmarket (881)	At capacity during peak	From week commencing 18 April: 2 additional peak buses provided at 07:05 and 08:05.	IMMEDIATE TERM: Under negotiation with NZ Bus: Proposal to move to 10 minute combined frequency with mix of long trips from Long Bay and shorter trips from Albany. * Optional offer from NZ Bus to run daytime 60 or 30 minute service on this route from Albany on an (almost) commercial basis utilising spare vehicles and drivers in daytime.
BUS: 863x and 874x	Number of complaints around peak capacity	Ideally needs to move from 20 minute service to 15 minute service. Interim solution would be 07:35 trip. NZ Bus to price up the two options	
BUS: 891x	Peak capacity	Consider move from 25/30 minute frequency at peak to 20 minute. NZ Bus to price.	
BUS: 680 & 681 Botany to CBD	AM and PM peak capacity	From early 2011, temporary additional capacity implemented by Howick & Eastern. Permanent solution under review	MEDIUM TERM: Timetable to be redesigned 2012 with additional service capacity
BUS: Northern Express	At capacity in peak	Additional buses from Christchurch sourced by Ritchies to increase capacity, peak and shoulder peak frequency and evening service extension targeted for 2 May.	MEDIUM TERM: Albany Park & ride and further capacity increase early to mid 2012
BUS: Sandringham Road	Alleged capacity in peak	No issues have presented themselves from data analysis	
BUS: Onewa Rd	At capacity in peak	From early 2011, temporary additional capacity implemented by Birkenhead Transport.	Permanent solution under review
BUS: New North Road	Alleged peak capacity issue	Data analysis to be completed, but no major issues identified. Expect need to alter timing of some trips to optimise resources	
BUS: Great North Road	Alleged peak capacity issue	No issues have presented themselves from data analysis	
RAIL: Southern and Eastern Line	Some services >1.4 peak load factor	End May 2011: 4 additional carriages and operation of 5 car trains	
RAIL: Western Line	Some services >1.4 peak load factor	June 2011: Optimisation of 6-car trains plus additional SX carriage	Early 2012: Timetable and rolling stock optimisation with introduction of 6 trains per hour in peak