

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL
SERVICES BY DEPUTY G.C.L. BAUDAINS OF ST. CLEMENT
ANSWER TO BE TABLED ON TUESDAY 16th APRIL 2013**

Question

Would the Minister, with regard to the bus service -

- (a) provide details of passenger numbers per route for the years 2010, 2011 and 2012 and overall numbers for the first quarter of 2012 and the corresponding period of 2013;
- (b) given his assertion that re-instating the No 18 route would cost £180,000, provide a detailed breakdown of how that sum was calculated and whether it included fares from the quarter of a million passengers that used that route annually; and,
- (c) confirm that the increased frequency of Route 1A from every two hours to every hour (plus other changes) came into effect on schedule at Easter?

Answer

- (a) The following table summarises the total recorded number of passengers per bus route for the period 2010 to 2012 (excluding the school bus network), as supplied by Connex:

Route	2010	2011*	2012*
1	468010	495155	486870
1a	31815	42249	57322
1b	65559	54460	X
2	X	14399	89002
2c	47127	36802	X
3	139033	147054	144744
3a	80435	93109	92105
3b	10508	12050	13134
4	46290	50634	57398
5	65185	X	X
6	X	X	X
7	65516	X	X
7a	X	3117	X
7b	10525	X	X
8	79026	83280	91099
8a	26479	25950	X
8b	X	X	X
9	148086	178321	186785

Route	2010	2011*	2012*
10	X	X	X
12	135315	158960	110884
12a	91289	101926	156983
14	98014	86697	76861
15	760888	790618	775310
18	257770	254144	249487
19	76292	75631	66342
20	X	X	X
21	25166	26168	23371
22	9539	8682	X
23	110883	104341	92437
25	19363	97216	103876
26a	X	20147	5253
26b	X	20326	6326
27	16934	91242	101263
29	X	X	3818
75	X	X	X
Red	61732	57498	72925
Blue	82497	89341	73937
Green	79886	62908	52862
Yellow	55407	X	X
Total	316,4569	328,2425	319,0394

x = Service did not operate during that year.

*Previous figures submitted to States did not include concessionary travel due to format error in Connex data, since corrected 12/04/13

The total recorded number of passenger journey during the first quarter of 2013 (2 January to 31 March) is compared with the equivalent figure in 2012 as follows:

Period	Q1 2012	Q1 2013
Total	716,317	687,555

(b) For reasons of commercial confidentiality, it is not possible to reveal the rate per mile and rate per hour used in the calculation. In accordance with the 2013 Bus Operating Contract, the total annual marginal cost was derived as follows:

- (Annual mileage cost) + (Annual personnel time cost)

Where annual mileage was determined as follows:

- (Journeys per week) x (Miles per journey) x 52 weeks

And annual personnel time cost was determined as follows:

- (Journeys per week) x (Total hours per journey) x 52 weeks

Where total hours per journey was calculated as follows:

- (In-service time per journey) + (Standing time per journey).

For the purposes of calculating the total annual cost, no net gain in fare revenue was assumed to occur in the event of service 18 being reintroduced, as any passengers using this service would be abstracted from existing services 1, 1A and 16. Between them, these three services cover all of the roads previously served by service 18, with the exception of Marina Avenue (140 metres in length) and the northern part of Le Squez Road (190 metres in length).

The resulting marginal cost of reinstating the old service 18 is associated with the fact that simply replacing the current 16 route with the 18 is not possible, without effectively leaving Georgetown with no bus service. Altering the service 1 via Havre des Pas back to its pre-2013 route through Georgetown is a change which would require extensive consultation prior to implementation and is likely to be unpopular with regular passengers who appreciate the revised route of this bus service. Consequently there would be no alternative but to continue operating the current 16 so that Georgetown remained served by buses (or accrue the further additional the costs associated with a new Georgetown service), and thus it is not possible to avoid incurring the marginal cost of operation associated with reintroducing a service 18.

Interworking on the buses on the various routes across the Island more efficiently, to maximise use of the fleet and minimise standing times, has among other things allowed Liberty Bus in conjunction with TTS to develop a contract that equates to about £1 million improvement in value against the previous contract.

(c) Proposals published in the Jersey Gazette on 14th February 2013 included an increased frequency on service 1A, to once per hour. Following representations from States Members, organisations, and bus users, a number of proposed enhancements to established winter bus routes were replaced with the introduction of the 'LibertyLink' group of services. Within this group is service 23, which shares a large proportion of its route with that of service 1A, ensuring that one bus per hour in each direction is currently being operated along the St Clement Inner Road past Marina Av. Enhancements on both services are currently being drafted by LibertyBus for consultation to take effect from 27th May 2013, for the peak summer season these include proposals to further increase services along the St Clement's inner road to two buses an hour in each direction.