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Item No. 11.6.1
Halifax Regional Council
September 25, 2012
October 2, 2012

TO: Mayor Kelly and Members of Halifax Regional Council

Original Signed by Director

SUBMITTED BY:

Eddie Robar, Director, Metro Transit

DATE: August 31, 2012

SUBJECT: Response – Petition to Re-route Route 6 Quinpool

INFORMATION REPORT

ORIGIN

This report originates from the August 7, 2012 Regional Council meeting, Item 10.2.3 Councillor Sloane submitted a petition containing 19 signatures from residents of Gordon B. Isnor Manor, Cornwallis Street expressing concern with the #3 senior's bus being dismantled and requesting the possibility of having the #6 bus rerouted up Cornwallis Street from Cogswell Street.

BACKGROUND

On April 3, 2012 Halifax Regional Council approved Metro Transit's 2012-13 Annual Service Plan including recommended service reductions. The approved service reductions included removal of all service on Route 3 Mumford effective Monday, August 27, 2012. Route 3 Mumford serviced G.B. Isnor Manor on Cornwallis Street on weekdays only.

DISCUSSION

The Route 6 Quinpool provides service on Cogswell Street in both directions on Weekdays and Saturdays. Adjusting Route 6 to provide service to Gordon B. Isnor would require implementing a route adjustment. The Scenario A route adjustment would require the removal of service on Cogswell Street in both directions between North Park Street and Gottingen Street. The Scenario B route adjustment would require a loop from Cogswell Street at Gottingen Street to Cornwallis Street and return on Gottingen Street to Cogswell Street.

Scenario A requires the removal of the Route 6 service on Cogswell Street between North Park Street and Gottingen Street; this would have a negative impact on approximately 76 passengers per weekday who access the Cogswell Street bus stops. During the midday between 9am and 3pm there are approximately 23 passengers who would be impacted by removing Route 6 service on Cogswell Street. With any route deviation there is a negative impact to passengers on board, these passengers now must travel longer which could result in missed route and/or ferry connections. There are approximately 193 passengers travelling toward downtown and approximately 166 passengers travelling toward Mumford Terminal during the weekday who would be required to travel longer. During the midday there are approximately 44 passengers travelling toward downtown and approximately 6 passengers travelling toward Mumford Terminal. It should be noted the average weekday passengers who accessed the former Route 3 Mumford at Gordon B. Isnor was 5 passengers per day.

Scenario A requires an additional 3 minutes travel time in each direction for a total of 6 additional minutes added to the overall schedule. Route 6 currently has minimal recovery time at each end of the route, with one minute at Stonehaven and two minutes at Water Street Terminal. Recovery time is a fundamental element of service reliability and assists with on-time performance. Recovery time is used for service delays due to traffic, construction; weather related events such as snow storms as well as any other unforeseen circumstances. Recovery time cannot be used toward in-service time this would compromise the overall schedule and service reliability. The current Route 6 schedule does not have the additional travel time to allow for this route adjustment.

The high-level projected operating cost for the Scenario A is approximately \$37,400 annually for all trips during the weekday. Midday service only is approximately \$9,600 annually for 6 trips per weekday between approximately 9am and 3pm. The midday service would include 6 round trips at 60 minute frequency with a similar service span as the former Route 3 Mumford. If Saturday service was provided an additional annual operating cost of \$5,600 would be required. Detailed scheduling would be required to determine the total resources such as Bus Operators and/or Buses. The high-level projected operating cost does not include any capital cost of buses.

Scenario B requires a loop on Gottingen Street to Gordon B. Isnor and return to Cogswell Street. This loop will require an additional 4 minutes travel time in each direction for a total of 8 additional minutes added to the overall schedule. Route 6 has one minute of recovery time at Stonehaven and two minutes at Water St. Terminal. Route 6 does not have the additional travel

time to allow for this route adjustment. As stated above, detailed scheduling would be required to determine the total resources such as Bus Operators and/or Buses.

The high-level projected operating cost for Scenario B is approximately \$62,400 annually for all trips during the weekday. Midday service only is approximately \$15,900 annually for 6 trips per weekday between approximately 9am and 3pm. If Saturday service was provided an additional annual operating cost of \$9,300 would be required.

Scenario A Route 6 Service Level	Number of Trips	Passengers Negatively Impacted by Service Removal	Passengers Negatively Impacted by Route Deviation	Projected Cost – Removal of Cogswell St. Service
Weekday Service All Day	24	76	359	\$37,400
Weekday Service Midday Only	6	23	50	\$9,600
Saturday Service All Day	17	26	120	\$5,600

Scenario B Route 6 Service Level	Number of Trips	Passengers Negatively Impacted by Route Deviation	Projected Cost – Loop Gottingen Street
Weekday Service All Day	24	359	\$62,400
Weekday Service Midday Only	6	50	\$15,900
Saturday Service All Day	17	120	\$9,300

There are cost implications for either of these route adjustments as well as the inconvenience to passengers currently using Route 6. There are other options for residents of Gordon B. Isnor; residents can make use of Route 7, which is also an Accessible Low Floor route, on Gottingen Street. If residents are travelling to Mumford Terminal/Halifax Shopping Centre, they have the option of transferring to several routes at Scotia Square that will allow them to complete their journey. The existing Route 6 is also an option and can also be accessed on Cogswell Street. Any resident who is a registered Access-a-Bus client also has that service option available.

BUDGET IMPLICATIONS

There are no budget implications if the status quo is maintained for this route.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

No Community engagement required as this report is providing information only to Halifax Regional Council.

ATTACHMENTS

Appendix A – Scenario A route adjustment
Appendix B – Scenario B route adjustment

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

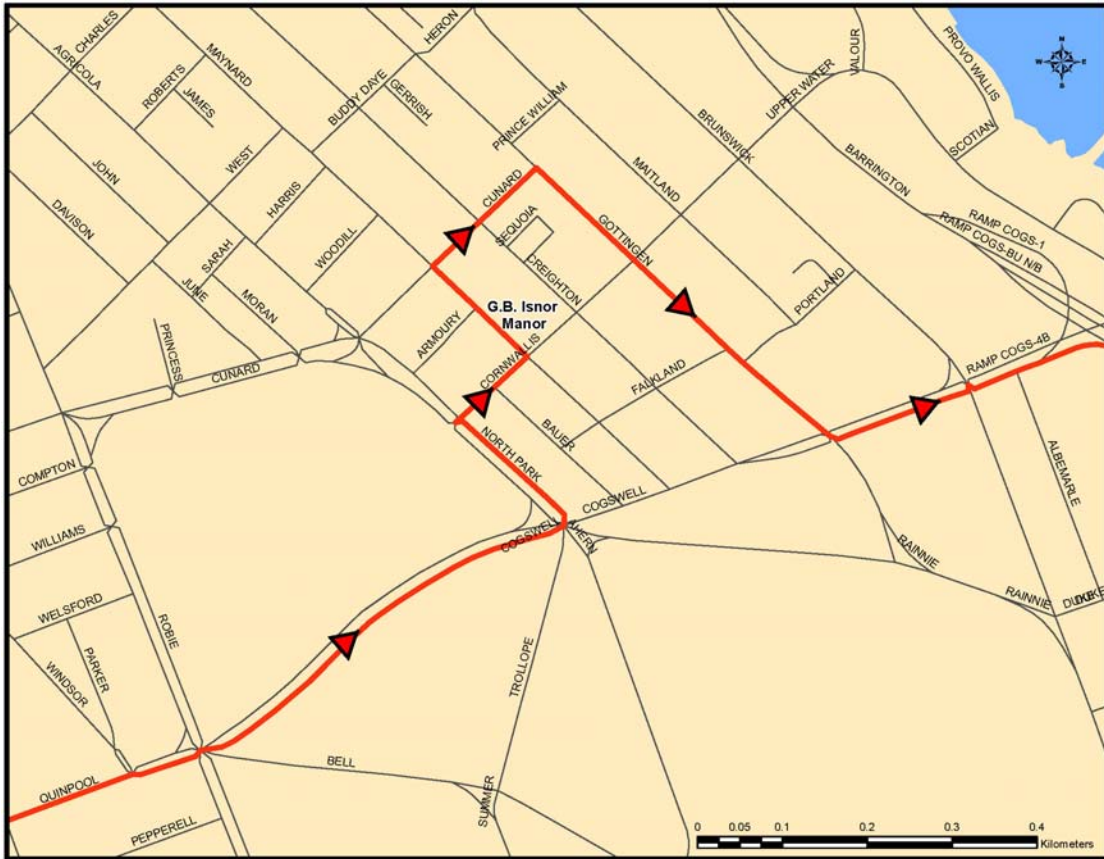
Report Prepared by: Amy Power, Supervisor, Scheduling & Service Planning, 490-4636

Original Signed

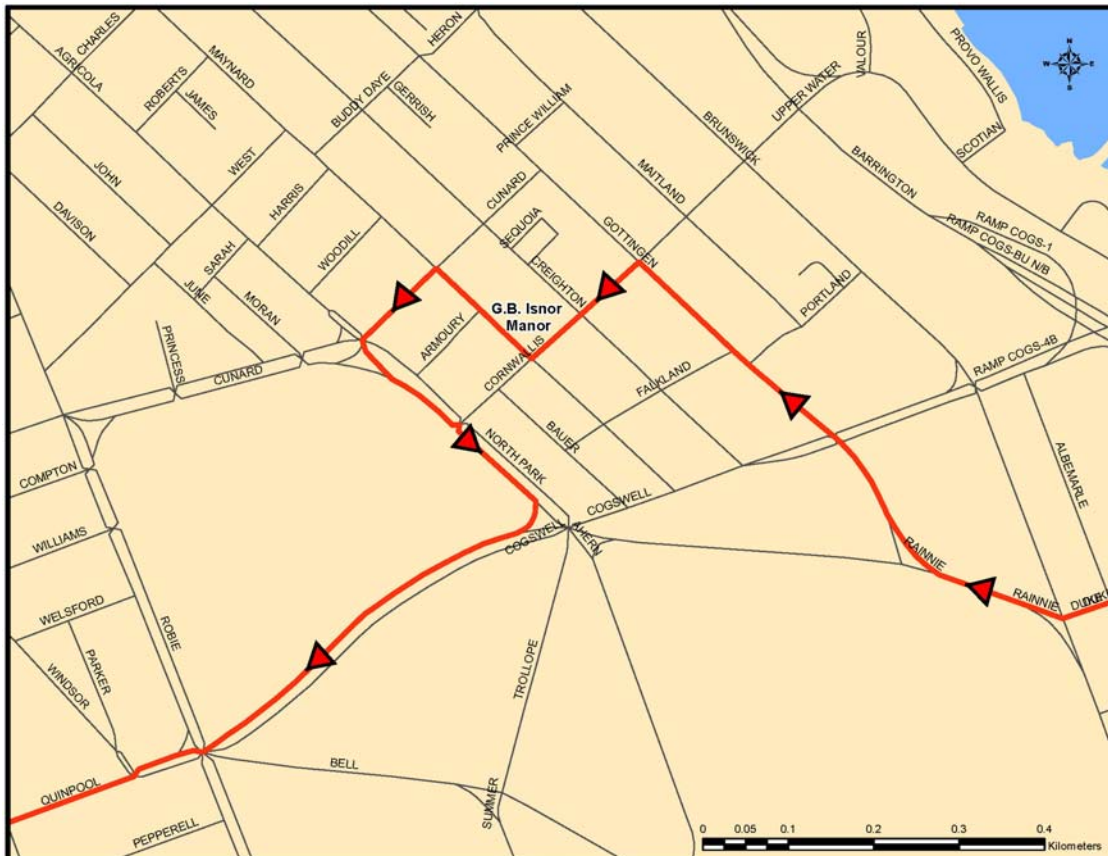
Report Approved by: _____
Dave Reage, MCIP, LPP, Manager, Planning & Scheduling, 490-5138

Appendix A – Scenario A Route Adjustment

To Downtown Halifax

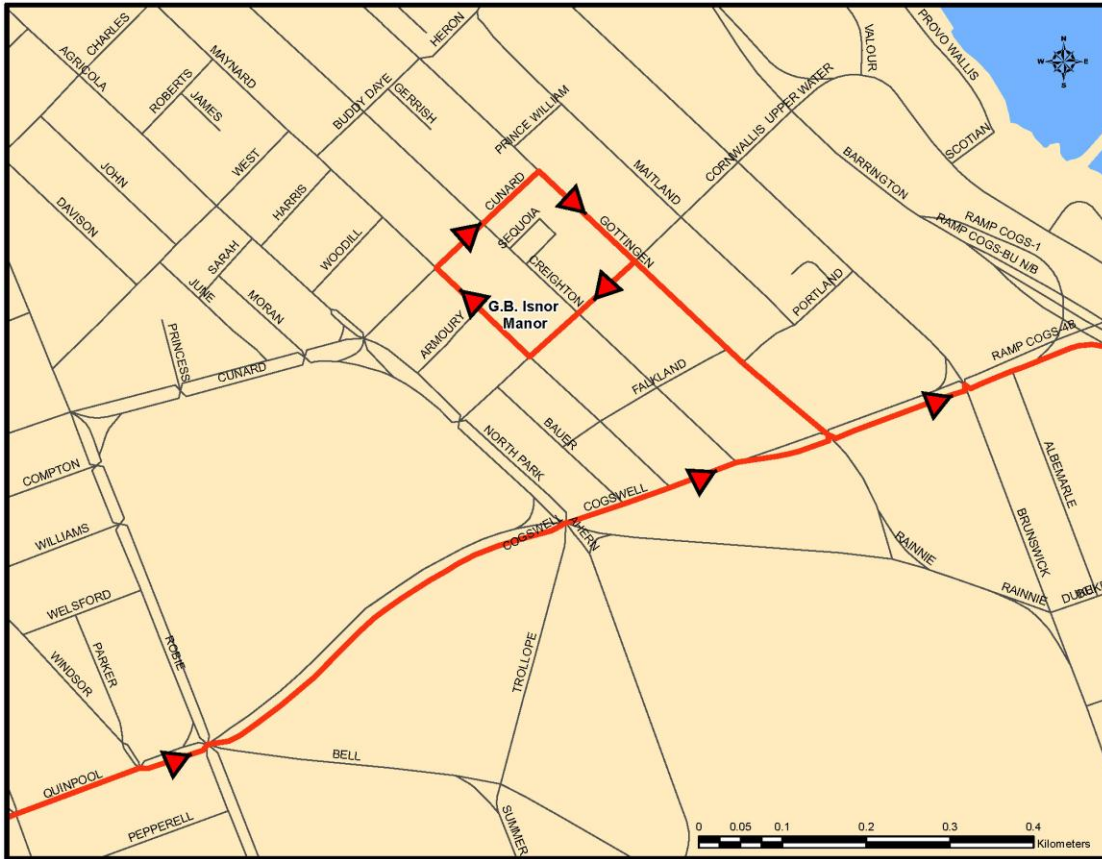


To Mumford Terminal



Appendix B – Scenario B Route Adjustment

To Downtown Halifax



To Mumford Terminal

