

Kenilworth Community Transport Options

Proposal:-

- ✚ A vehicle (Hyundai Santa Fe or equivalent) will be provided by Council for the proposed trial, requiring a call of approximately \$20,000 from the current allocation. The vehicle will remain the property of Council.
- ✚ It is anticipated that in the event of the trial being successful, the vehicle will be turned over annually under the arrangement of purchasing out-of-lease vehicles, annually, negating the depreciation from the running costs.
- ✚ Council will cover the costs of accreditation of drivers from the Kenilworth Community.
- ✚ The vehicle can undertake as many trips as the community desires, with patrons paying \$8/person per return trip towards the operating costs. The trips must not coincide/duplicate with Public Transport services offered by TransLink.
- ✚ The community will be responsible for Insurance (incl. excess), Registration, Tyres, Servicing, Fuel and other operational costs that may arise. A legal entity representing the Kenilworth Community will be required, to formally accept responsibility for the partnership between Council and community.
- ✚ Council will provide \$2,000 as a working fund to assist meeting the responsibilities outlined above. This fund provides the ability to meet the bills on top of the income from the fare paying customers.
- ✚ The KPI for the Trial is “to operate successfully within the funding commitments generally offered by Council, clearly showing an ability for ongoing success.”



Indicative Running Costs:-

The below approximate running costs are calculated travelling 16,172 klm per year, based on the following scenario:

3 return trips per week – Kenilworth to Nambour via Mapleton = 206 klm x 52 weeks = 10,712 klm

1 return trip per week – Kenilworth to Nambour via Eumundi = 105 klm x 52 weeks = 5,460 klm

Description	Expense	Cents Per km
Tyres	\$400	.024
Maintenance	\$600	.037
Registration	\$940	.058
Insurance	\$600.00	.037
Fuel @ \$1.50 p/l	\$2133	.131
Total Annual Running Costs	\$4674	.287

Income:-

Obviously the vehicle can undertake as many trips as the community desires. However for the purpose of this exercise, these figures are based on 4 return trips per week, 52 weeks a year, with an average of 2 persons per trip, paying \$8/person per return trip towards the operating costs. The driver of the vehicle in this scenario would travel free of charge.

4 (Trips) x 2 (patrons) x \$8.00 (per return trip) x 52 (weeks/year) = \$3328

Conclusion:-

In a nutshell for this proposed Community Bus Service to be viable, it would rely on the goodwill of Community Volunteers, eager and willing to put their hand up to be a driver. I don't expect decisions to be made immediately, however I would appreciate a consensus from the Community shortly after the Christmas break in order that Council can progress or shelve the matter.

If you are interested in putting your hand up to be a driver, please submit your expression of interest to me via email at greg.rogerson@sunshinecoast.qld.gov.au