



# Wellington City Bus Review

## Secondary Public consultation findings

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# 1. Introduction

## 1.1 Background

Greater Wellington has an ongoing programme of area-wide public transport service reviews, in accordance with policies laid out in the Wellington Regional Public Transport Plan 2011-2021. The programme requires that all scheduled passenger transport services be reviewed at least once every five years, to ensure that they continue to meet the needs of the community and to reflect any changes such as shifts in demand. These reviews are not a statutory requirement.

Area-wide reviews provide an opportunity to maximise the effectiveness and efficiency of the public transport network within a larger geographical area. They take a short to medium term view, focus on operational improvements to the network, and look to achieve these within existing public transport budgets.

The Wellington City Bus Review (initially named the Wellington Public Transport Review) commenced in 2009 and was originally planned for completion in 2011. It encompasses the urban areas of Wellington City, south of Grenada North.

The first round of consultation occurred between June and July 2009. A total of 3,253 responses were received. The initial public consultation asked respondents to detail the use of public transport in their household, their likes and dislikes of public transport, and their preferences for areas of improvement and their demographics.

The results of this data were published on the Greater Wellington website and used in the formulation of the proposed network.

Consultation on the proposed network occurred between 13<sup>th</sup> February and 16<sup>th</sup> March 2012 and the feedback on this consultation constitutes this report.

## 1.2 Recent Consultation

Public feedback was received between Monday February 13<sup>th</sup> and Friday March 16<sup>th</sup>, 2012; a number of late responses were received and included in the analysis after agreement with Officers and Councillors.

Public consultation was predominantly web based and hard copy questionnaire feedback.

Feedback was also received in email form from individuals, operators, stakeholders and residents groups.

The pamphlet advertising the consultation ‘What do you think?’ was distributed to 84,000 households in the review area. A breakdown of the volume and form of feedback is as follows

- 3,097 completed online responses
- 1,995 partially completed online responses<sup>1</sup>
- 850 hard copy questionnaire responses

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<sup>1</sup> Partially completed response means the online form was not fully completed, however all answers were taken into account in the data analysis

- 250 email questions answered
- 150 emails with feedback
- 100 phone queries answered

The feedback questionnaire (Appendix 1) is a hard copy of the consultation booklet which was distributed to libraries, council offices and individuals on request. The booklet contained the consultation questionnaire, a detailed description of the proposed network broken down into northern, southern, eastern and western suburb segments. Within these areas it detailed a guideline of days and hours of operation as well as frequency on the proposed routes.

The consultation booklet concluded with a section of 15 questions which were divided into the following sections,

- two questions relating to demographics
- four relating to public transport use
- four relating to likes and dislikes of the proposal
- four relating to the degree certain aspects of the proposal appeal
- one asking for comment

Questions 1 through to 8 refer to the respondent's view on the routes they use, whilst questions 9, 10, & 11 refer to the respondents' view of the proposal in terms of the wider network.

This report documents the findings of this secondary round of public consultation. In addition to the questionnaire, feedback comments received via email and at public meetings will be used to determine the next iteration of the Wellington City Bus Review network design.

## **2. Executive Summary**

A 7% response rate for feedback has enabled a high level of analysis to be undertaken and conclusions to be put forward.

The northern suburbs returned the highest feedback rates with 32% of the total, the western suburbs were second with 30% followed by the southern and eastern suburbs with 24% and 14% respectively. It should be noted that some respondents completed multiple entries both online and in hard copy.

The most popular bus routes currently used by respondents were the routes 3, 23, 54, 18, & 44. These routes predominantly link suburbs across the city with key points such as Wellington Hospital, university campuses, and regional shopping centres. Officers believe this is a positive point as this is a key aspect in the provision of the proposed network as we seek to connect our communities.

The data from respondents would suggest that feedback was primarily from current users of public transport, with 60% of people using public transport 20 or more times per month.

The data suggests that predominantly respondents use services in the off-peak and during the weekends and evenings. However 81% of respondents who had

a strong dislike to the proposed changes in the services overall were peak travellers.

Many individuals wanted more frequent services and extra weekend and evening services, the proposed network delivers this.

83% of respondents who had a strong dislike to the proposed changes in their services travelled in the peak time segment.

Officers believe that the communication of some aspects of the proposal could be improved. This was particularly relevant to the alternative waterfront route. This route was meant to be highlighted as an overflow route only to reduce congestion in the CBD, and whilst this idea was positively received by focus groups, others who didn't have the opportunity to have a detailed discussion on this route were predominantly negative towards it.

9% of respondents said they would use services more often than they currently do and 34% about the same, leaving 57% responding they would use services less often.

The difference between operational issues and the actual network concept should be highlighted. Operational issues such as capacity and timetable integrity are themes the current network faces. Themes such as increased coverage and increased frequency are relevant to the proposed network design and addressed within it.

Our communication with the public on the review was not clear enough and did not describe the proposal and its objectives sufficiently. This was highlighted particularly in themes such as the negative response to peak only services, when in effect these services changed little from current peak-only services.

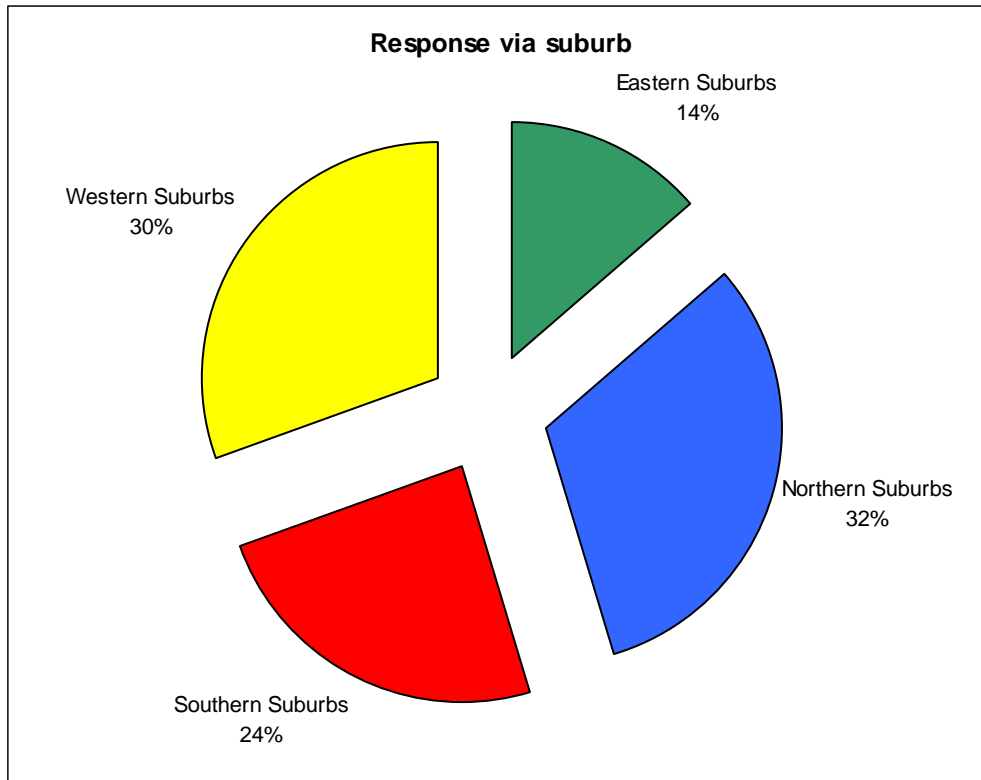
In conclusion, the feedback received and the content of this will allow us to move forward with the network iterations which come out of our further consultation with our communities. Working with our communities will allow us to be open in our communication and findings and move forward to achieve the objectives of the review.

### **3. Response to survey questions**

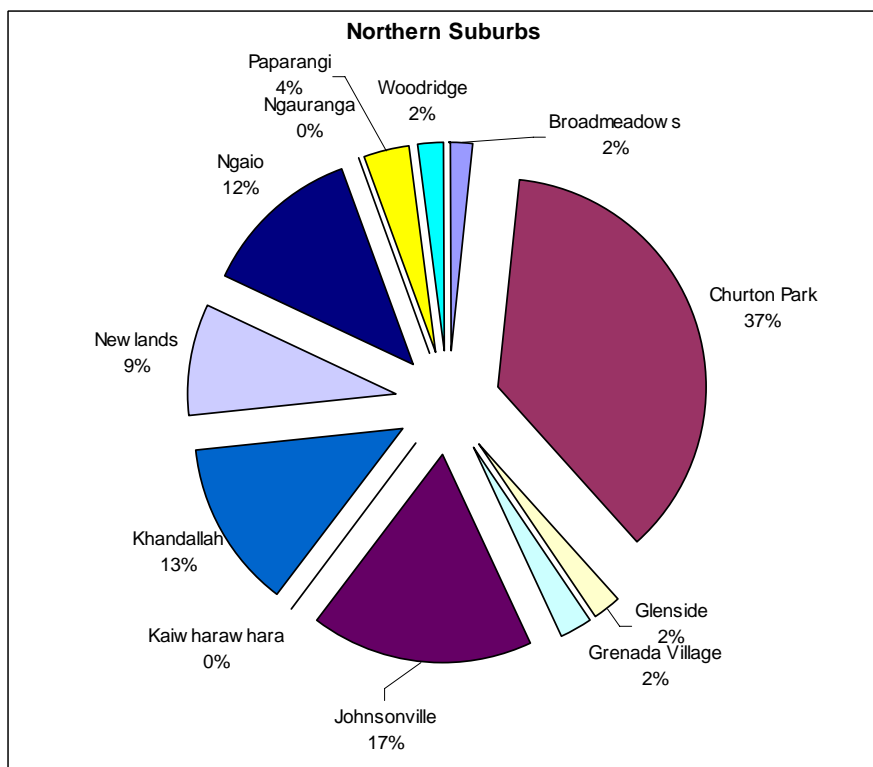
The following section summarises the responses to the survey questions, excluding Question 14, as this question asked for written comments. The percentage is calculated against the total response rate from that segment.

### 3.1 Information about respondents

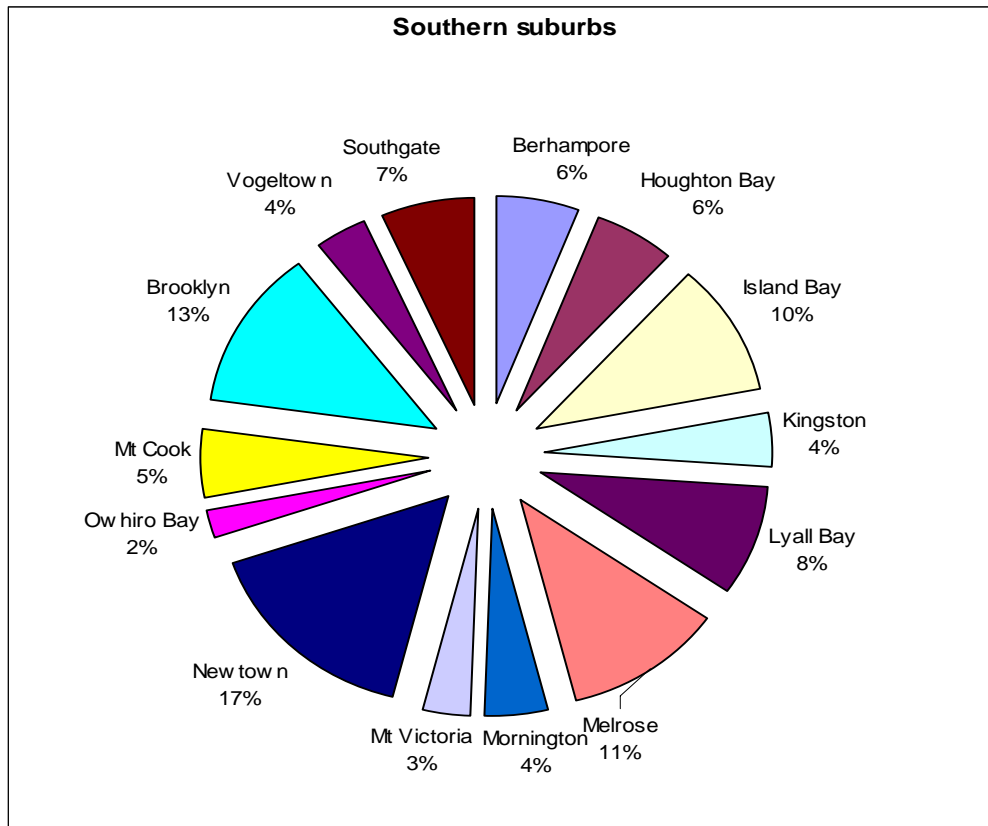
#### 3.1.1 Distribution of feedback (Question 1)



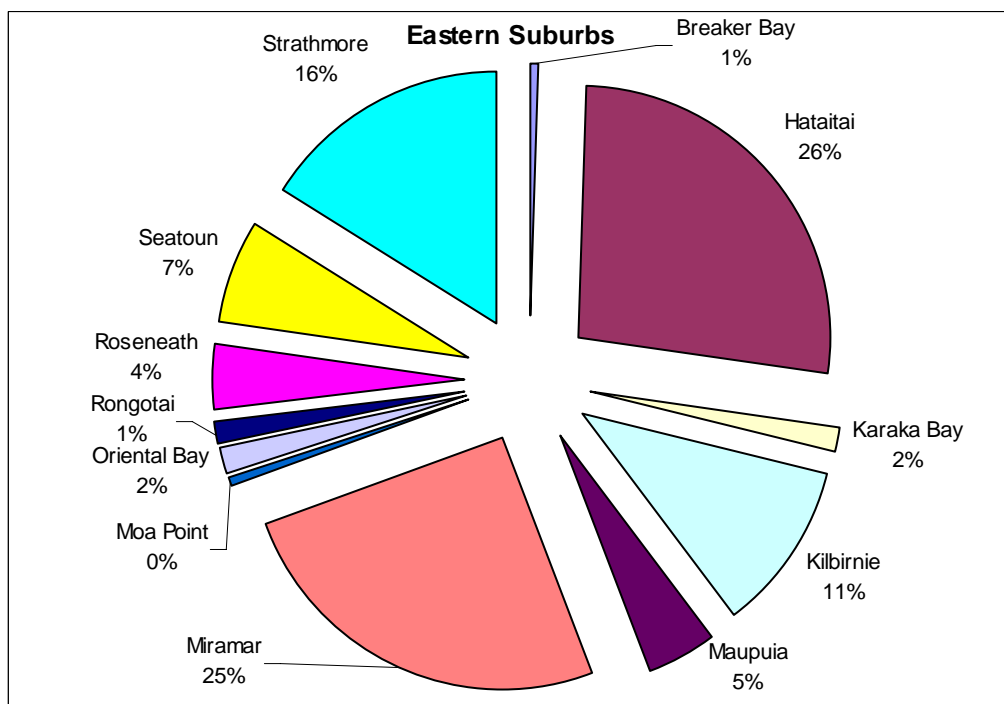
When the individual suburbs are broken down into the northern, southern, eastern and western segments we see that the northern suburbs segment had the largest feedback response with 32% of the total, followed by the western suburbs with 30%. The amount of feedback received from the northern and western suburbs reflects the public interest at the information sessions held.



The suburbs of Churton Park, and Johnsonville had the greatest number of responses, with 37%, and 17% respectively. At the other end of the scale 2% of responses were received from Glenside, 2% from Woodridge.

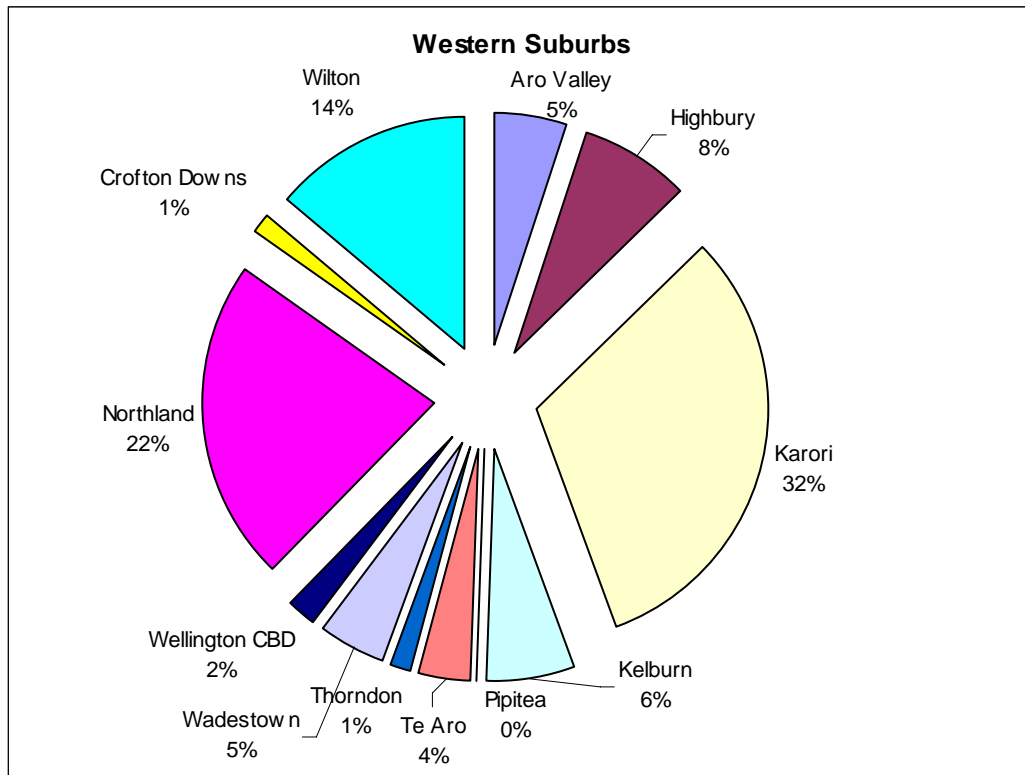


In the southern suburbs Newtown had the highest number of respondents with 17%, followed by Melrose with 11%. At the lower end of responses Ow hiro Bay residents fed back 2% of responses.



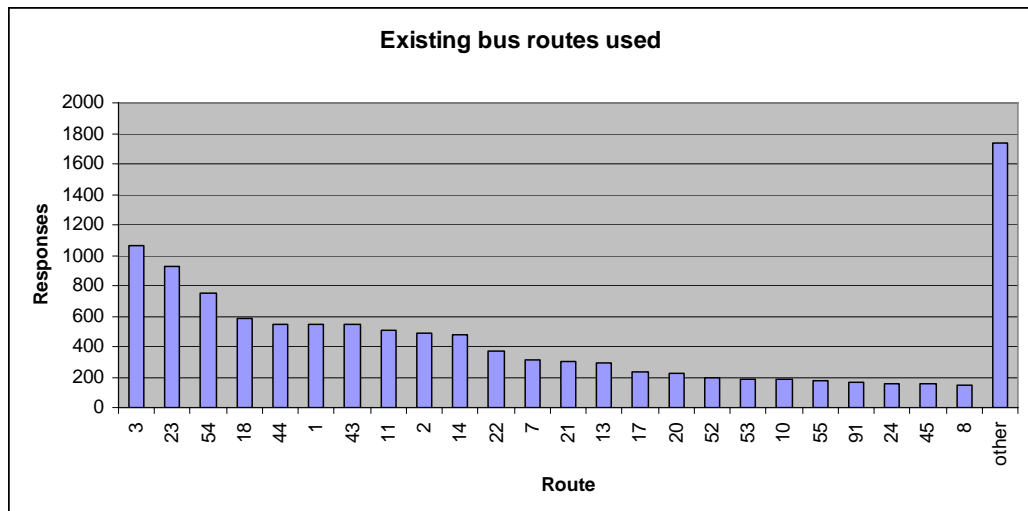


In the eastern suburbs the majority of responses came from Hataitai and Miramar residents with 26% and 25% responses respectively. At the lower end of response were Breaker Bay and Moa Point with less than 1%.



In the western suburbs by far the greatest response came from Karori residents with 32%, at the lower end of the response rate were Pipitea and Thorndon.

3.1.2 Which existing bus routes do you use most often in the Wellington City area? (Question 2)



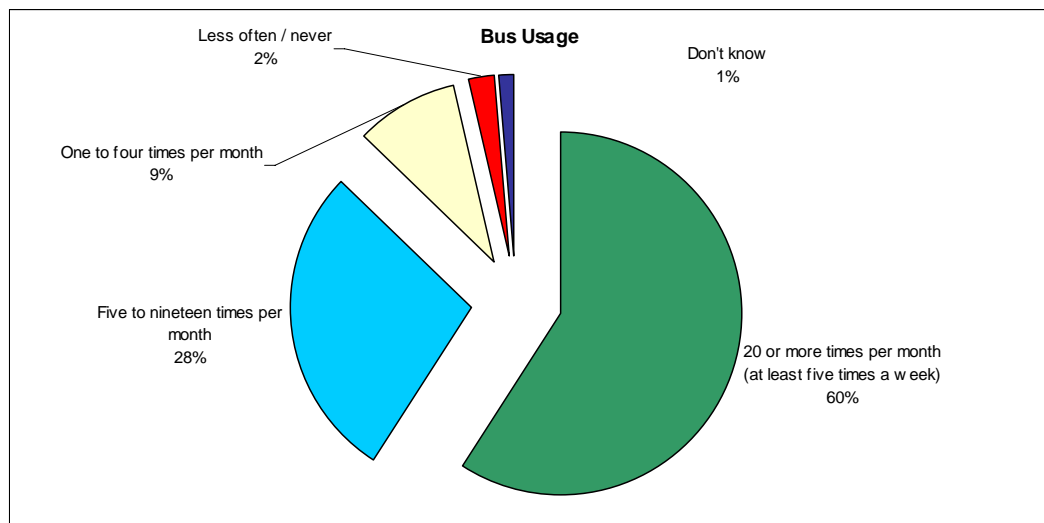
Feedback showed that the following routes were the most used by respondents,

- *Route 3*- this is a cross city route connecting Karori with Lyall Bay notably travelling through Wellington CBD, past Wellington Hospital and through Kilbirnie to Lyall Bay.

- *Route 23*- this travels from Wadestown past Victoria University, through Wellington CBD, past Wellington Hospital, through Kilbirnie to Houghton Bay.
- *Route 54*- this travels from Churton Park through Johnsonville and onto Courtenay Place.
- *Route 18*- this travels from Karori Park past Victoria University's Karori and Kelburn campuses, to Massey University, past Wellington Hospital, through to Kilbirnie and onto Miramar.
- *Route 44*- this travels from Khandallah through the Wellington CBD past Wellington Hospital onto Kilbirnie and Miramar shops and through to Breaker Bay.
- *Route 1*- this travels from Island Bay past Wellington Hospital through the CBD onto Wellington Station.
- *Route 43*- this travels around the Khandallah area, along the Hutt Road into Wellington Station, through the CBD and Courtenay Place, past Wellington Hospital, Kilbirnie Shops, Miramar Shops, Strathmore and Breaker Bay.
- *Route 11*- this travels from Seatoun through Strathmore and then Kilbirnie, past Wellington Hospital and Massey University onto Wellington Station.
- *Route 2*- this travels from Miramar through Kilbirnie and Hataitai onto Courtenay Place and then to Wellington Station
- *Route 14*- this travels from Kilbirnie shops into Hataitai and Roseneath, around Oriental Parade into the CBD then onto Wadestown, Wilton and Northland.

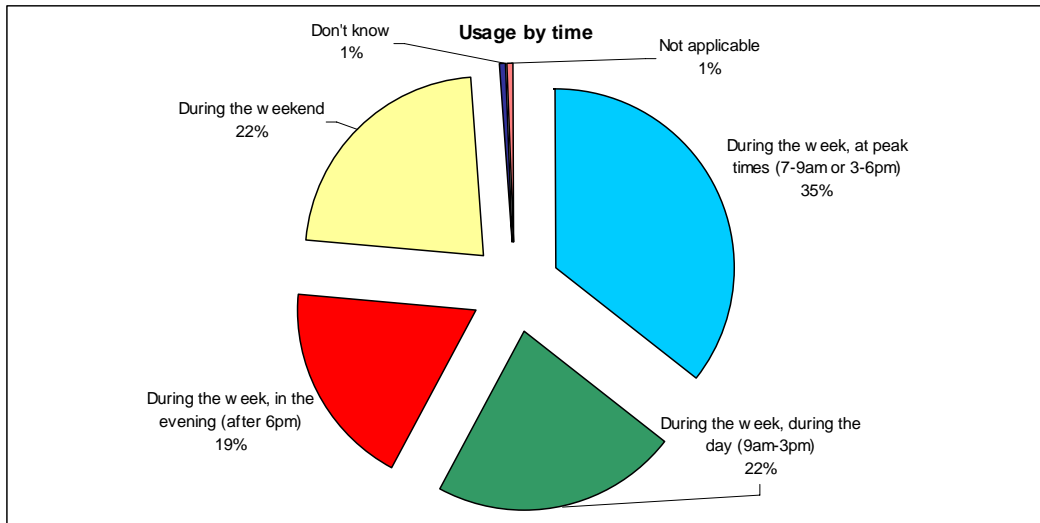
These 10 routes were used by 57% of the total of respondents.

### 3.1.3 How often do you use the bus? (Question 3)



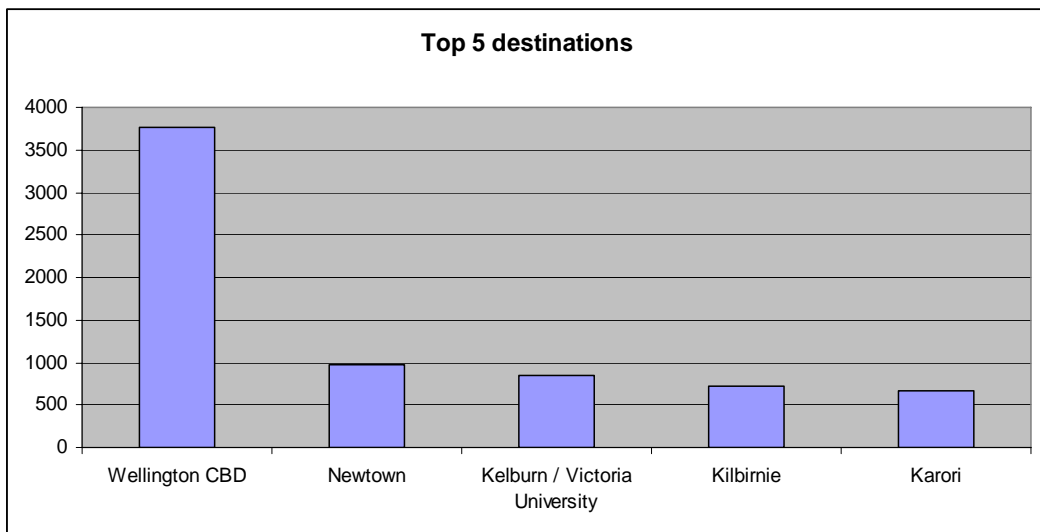
Feedback was received predominantly from current bus service users with 60% of persons feeding back they used services 20 times a month or more and 28% using services 5 to 19 times per month. This means that 88% of the feedback was received from consistent network users, meaning that the feedback results are very much based on the views of current users of the network.

### 3.1.4 When do you use the bus? (Question 4)



Peak usage of services was the most popular time segment identified by the feedback with 35%. During the week between 9am and 3pm as well as the segments of weekends and evenings also proved popular with circa 63% of those feeding back saying they used services at these times.

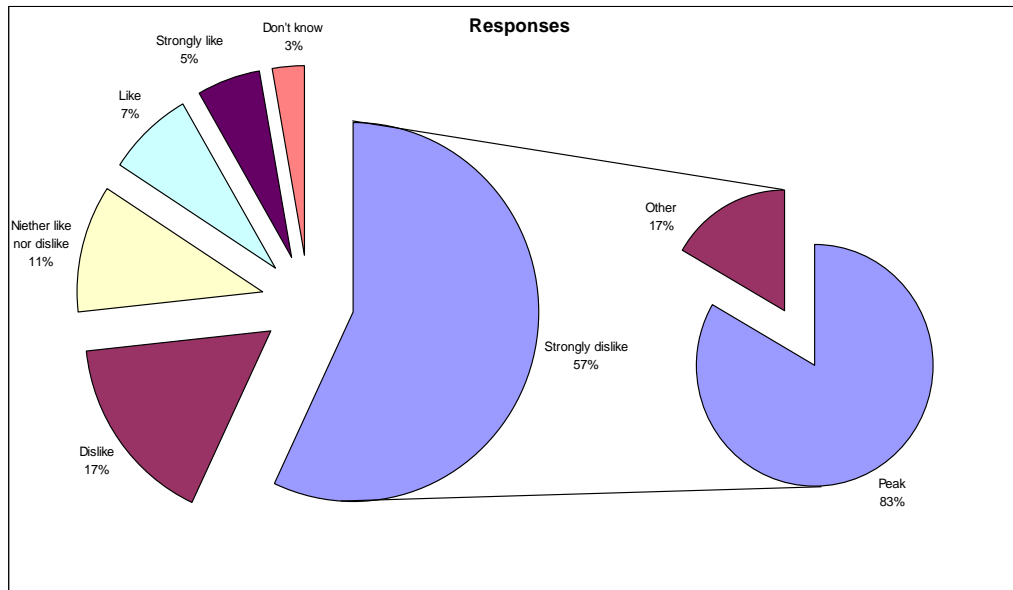
### 3.1.5 Which of the following places do you regularly travel to by bus? (Question 5)



Wellington CBD is shown as the principal destination for travel from the responses. This is unsurprising considering it is the business and education centre of our region. Other destinations of note are Newtown, Kelburn (Victoria University), Kilbirnie and Karori. These centres and sub-regional centres are all important areas for aspects such as employment, educational, and social and recreational activities.

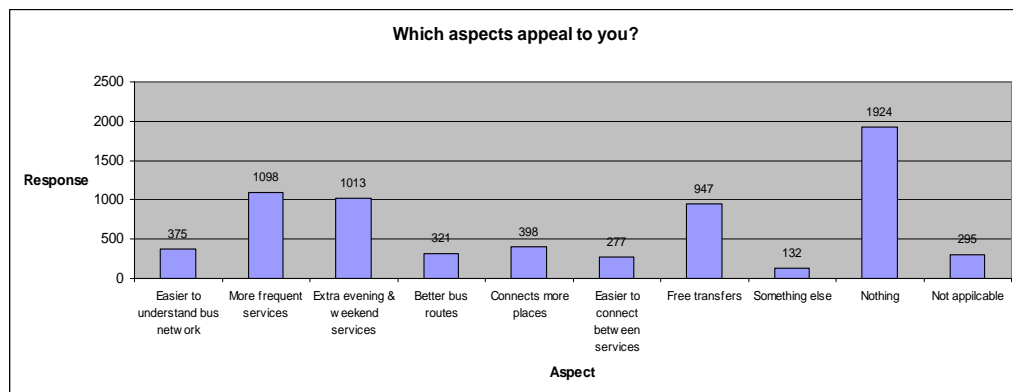
### 3.2 Feedback on the individual's view of the proposed changes

#### 3.2.1 What do you think about the proposed changes to the services you use? (Question 6)



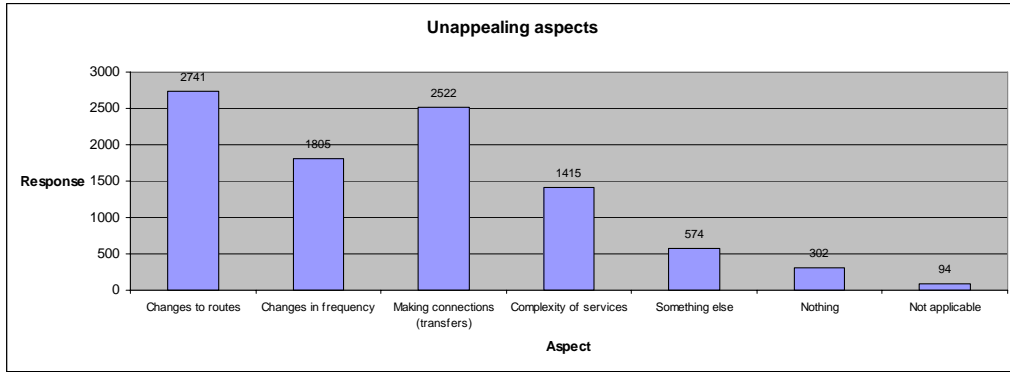
Respondents with a strong dislike of the proposed changes to the services they used showed that they were predominantly peak users with 83% of these respondents falling into this category.

#### 3.2.2 Which aspects appeal to you? (Question 7)



There was a considerable amount of feedback focusing on positives of the proposal. These main appealing themes were 'More frequent services', 'Extra weekend and evening services', and 'Free transfers', all key aspects of the proposed changes.

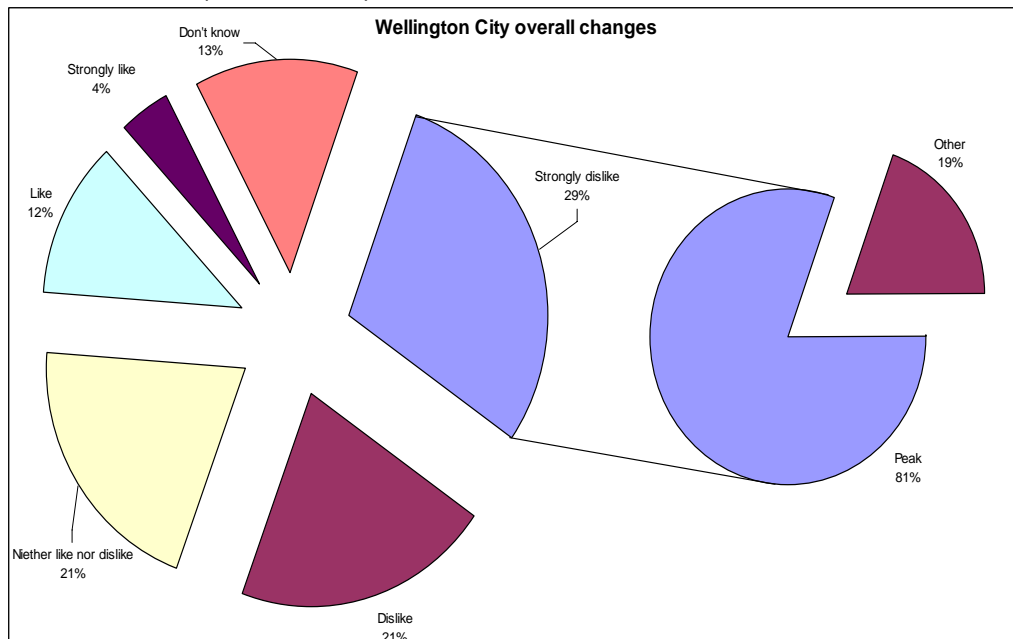
### 3.2.3 Which aspects don't appeal to you? (Question 8)



The changes to the routes and making connections were aspects which least appealed to those feeding back. The perception of the complexity of the network and changes in frequency were also unappealing to respondents.

## 3.3 Feedback on the individual's view of the overall network

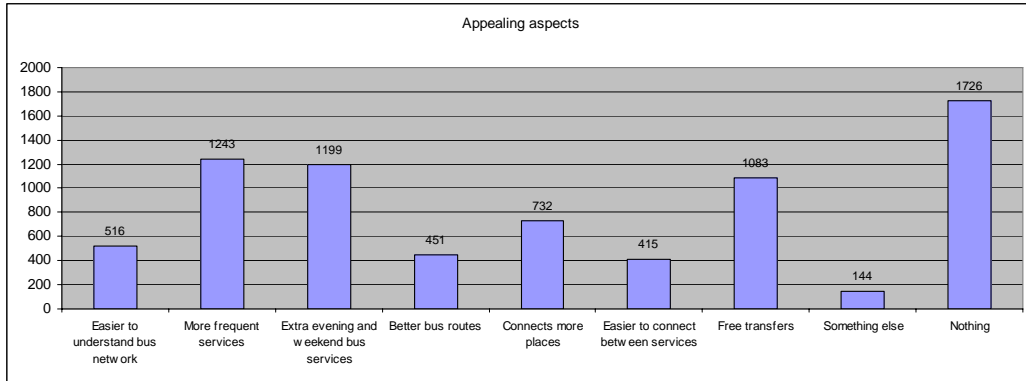
### 3.3.1 What do you think about the proposed changes for the Wellington city area overall? (Question 9)



A combined 50% of respondents neither liked nor disliked, liked, strongly liked or didn't have an opinion on the changes to the overall network. This counters those who had a strong dislike or dislike to the proposed changes.

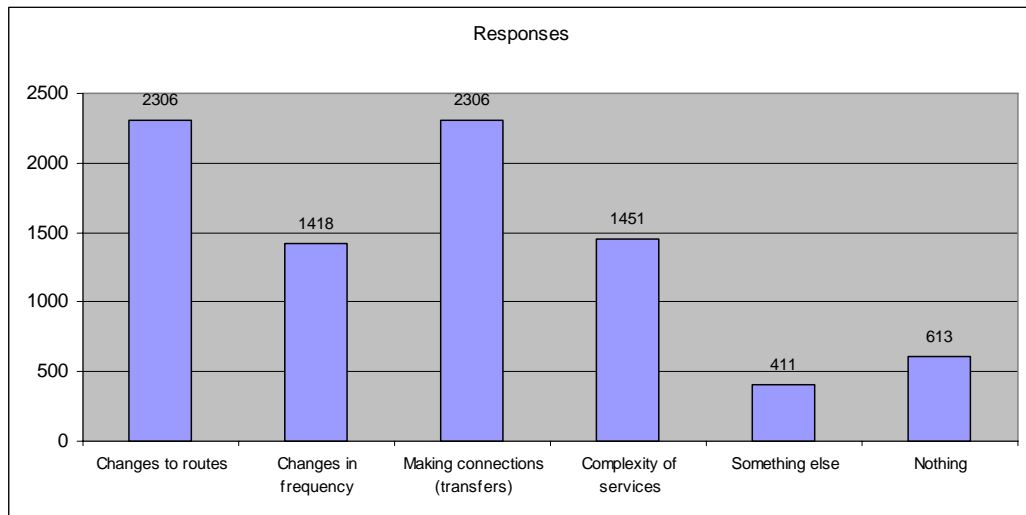
Of the 29% who strongly disliked the overall changes 81% of these responded that they predominantly used peak services.

### 3.3.2 Which aspects appeal to you? (Question 10)



The segments of 'More frequent services', 'Extra evening and weekend services' and 'Free transfers' were all appealing to respondents

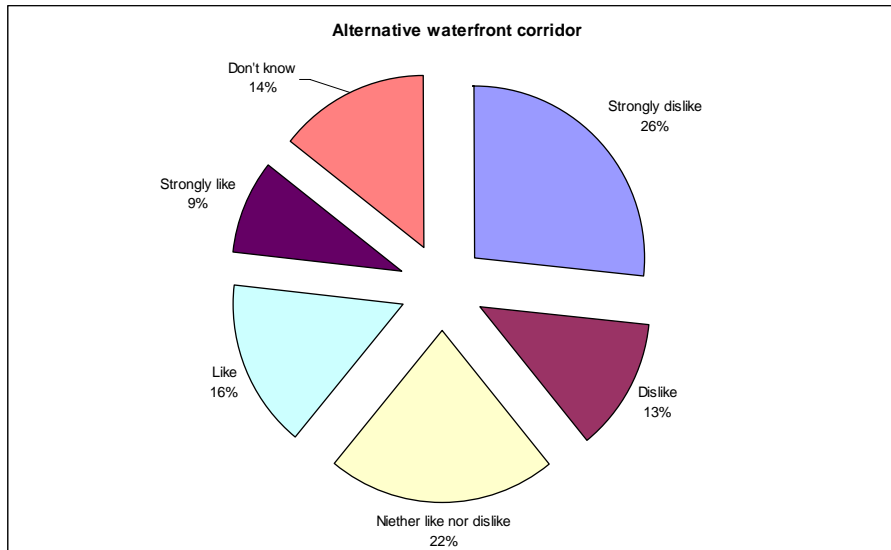
### 3.3.3 Which aspects don't appeal to you? (Question 11)



Changes to the current routes as well as making connections were the most unappealing aspects overall to respondents. This was followed by the changes in frequency and the complexity of services on very much an equal basis

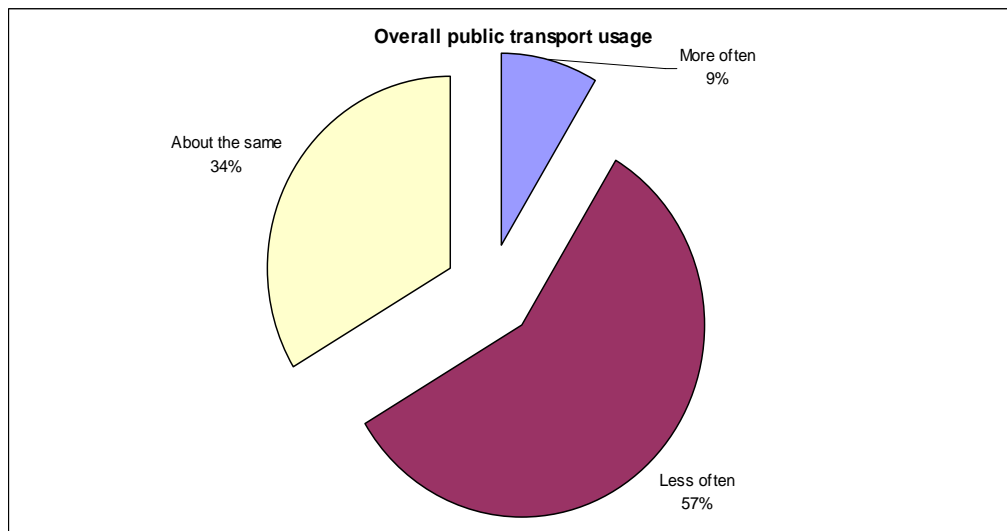
### 3.4 Other specific network questions

#### 3.4.1 Alternative waterfront peak route (Question 12)



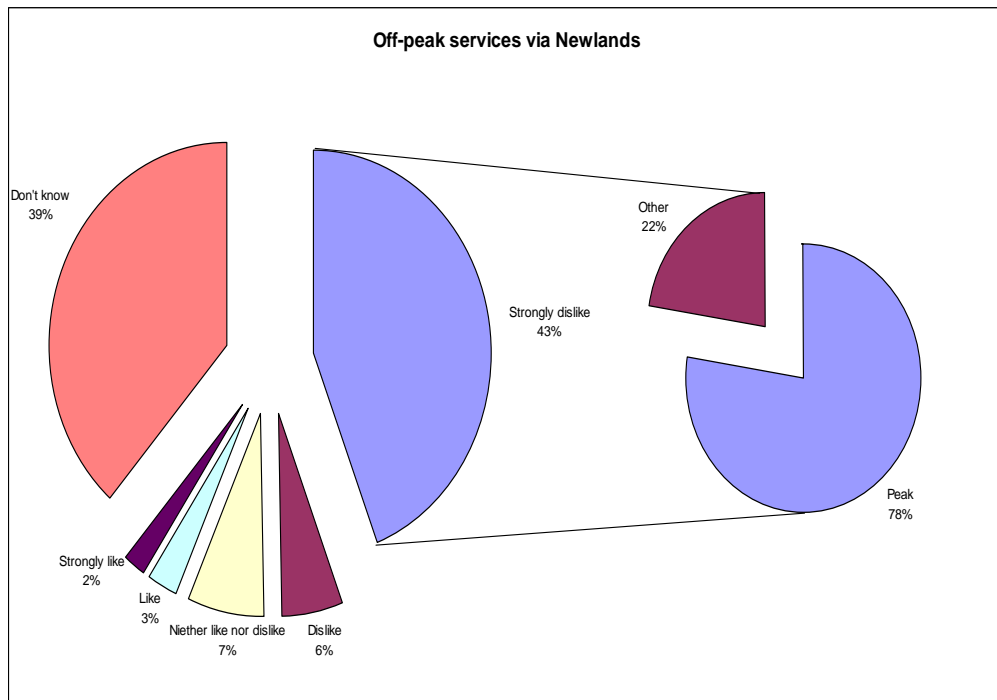
A combined total of 25% of respondents liked or strongly liked this option, 22% of respondents had a neutral opinion of the alternative waterfront route and a combined 39% of respondents disliked and strongly disliked this aspect of the proposal in its current format.

#### 3.4.2 Do you think you would use the bus more or less often as a result of all the proposed changes? (Question 13)



A combined response of 43% suggests that respondents would use services about the same or more often, with 57% saying they would use services less often if the network was implemented in its current format.

### 3.4.3 Off-peak Johnsonville services travelling via Newlands (Question 15)



A combined 57% did not have a strong dislike to off-peak services travelling via Newlands.

Of the 43% of respondents who expressed a strong dislike of off-peak Johnsonville services travelling via Newlands 78% of these responded they travelled in the peak.

## 4. Predominant themes from feedback questionnaire

The following section details responses from the hard copy 'What do you think?' feedback questionnaire, as well as those who responded to the questionnaire online.

Question 14 invited respondents to be more specific with comments regarding the proposed changes.

### 4.1 Generic themes

Accessibility was a predominant focus of generic feedback and the noting that accessibility between transferring services was crucial. The ease of the transfer from one bus to another in terms of the accessibility of the bus as well as transfer times was a key theme.

Feedback was also given requesting more information on infrastructure details; respondents felt that there was a lack of detail both financially and operationally on how these transfer stations would be funded and designed.

Concerns were raised regarding the future of the trolley bus routes and the current upgrading of certain areas of this. Respondents believed that this was an unnecessary financial spend if these routes were going to be dieselised.



The need and request for further consultation was a theme of the feedback by respondents from across all suburbs.

The additional projects of the Public Transport Spine Study as well as Integrated Ticketing were raised often with questions as to where these fitted into the Wellington City Bus Review, as well as suggestions that the review should not proceed until these projects had drawn conclusions which could be built into the review.

## **4.2 Northern suburbs**

The northern suburbs had the highest response rate on the official form with 1284 responses or 32%.

The comments from Johnsonville residents focussed mainly on the proposed Core Route H travelling via Newlands into the CBD from Johnsonville. The concern from the community was around travel times and capacity when boarding these buses.

Newlands residents fed back their concerns that Core Route H services may be at capacity when they reach Newlands and there would not be space for passengers here.

Responses from Broadmeadows were predominantly positive on increased frequency and later services which serviced this suburb.

There was a strong view from the combined northern suburbs that the proposal reduced peak services from this area and it was an attempt to move people onto using the rail.

The status of integrated ticketing was also raised with the fear that residents of the northern suburbs would be disadvantaged due to a lack of integrated ticketing citing the current arrangement of two independent bus operators as well as rail.

It was important to respondents that capacity met demand, especially on the peak commuter services.

There was a general apprehension in the feedback that the requirement to transfer would cause additional waiting times for passengers as well as accessibility themes.

Residents of Khandallah fed back concerns on the capacity and frequency of services in the proposal and how they would be affected by this.

Crofton Downs respondents were largely positive regarding the proposal citing an improvement of services.

No responses were received from residents of Ngauranga or Kaiwhararhara.

## **4.3 Western suburbs**

The western suburbs had the second highest response rate on the official form with 1233 responses or 30%.

Predominant comments from this suburb detailed the importance of the route 18 as it offered a crucial cross city connection and linked university campuses as well as Wellington Hospital.

A direct route to Wellington Hospital was a popular request by residents of the Western suburbs; this was a predominant theme of the residents in the Karori area.

Access to and from The Terrace was expressed as a concern in the feedback. Respondents suggested that there were not enough access points and where you could gain access it is unsafe.

As with other suburbs it was important to respondents that capacity met demand, especially on the peak commuter services.

The current routes 22 and 23 were raised often with the suggestion that the proposal did not offer a suitable equivalent to these current services.

Kilbirnie in the southern suburb section and accessibility to it from the western suburbs was seen as necessary by respondents due to its banking and shopping facilities.

Many respondents requested more detail on the proposed interchange theme in the Zealandia area. Detail was requested on the exact location, design and facilities.

The core route C was not seen as a service which would serve Victoria University; the proposal put forward a short walk whilst respondents said this was not an acceptable option.

#### **4.4 Southern suburbs**

The southern suburbs had the third highest response rate on the official form with 981 responses or 24%.

Some respondents stated that some of the current bus services are inefficient and need reviewing, although they felt that the proposal did not equate to an acceptable alternative in its current format.

There was a belief that travel times would increase with transfers and the change in routes.

The National Hockey Stadium was raised as the proposal did not offer any route which gave direct access to this.

Comments were made that the finish time for secondary routes at 10pm was too early, especially on Friday and Saturday nights.

Concern on the capacity and frequency of both the A1 and D1 were put forward with a perception that this was a degradation of service and it would not meet passenger demand.

The area around Britomart Flats was identified by respondents as a key area which is currently serviced by public transport but in the proposal this area is lacking coverage.

One of the main themes fed back from respondents in Newtown was their use of the current route 18; they did not feel that the proposal offered a suitable alternative to this.

Melrose residents expressed concern over the loss of the route 23 and a perceived lack of alternative in the proposal.

#### **4.5 Eastern suburbs**

The eastern suburbs had the fourth highest response rate on the official form with 548 responses or 14%.

Respondents fed back that demand would outstrip capacity in their opinion and that many services in the peak were overcrowded already.

The need to travel to Kilbirnie proved to be a major theme as this was seen as a centre for shopping and banking for those in the eastern suburbs.

The route 30 was expressed as being a very popular route to Miramar residents and there was concern that this was being removed in the proposal.

Concerns were raised regarding the future of the trolley bus routes and the current maintenance on certain areas of this. Respondents believed that this was an unnecessary financial spend if these routes were going to be dieselised.

Access to and from The Terrace was expressed as a concern in the feedback. Respondents suggested that there were not enough access points and where you could gain access it is unsafe.

Comments were made that the finish time for secondary routes at 10pm was too early, especially on Friday and Saturday nights.

#### **4.6 CBD corridor**

Feedback expressed concern regarding the alternate CBD route travelling along the waterfront. Thoughts were that there were not enough bus stops and that the increased walking time to the CBD was not acceptable taking into account the potential for inclement weather.

### **5. Identified predominant themes with mitigations**

This section details the predominant themes breaking them down into network proposal themes and operational themes which are currently faced.

#### **5.1 Generic themes**

Predominant Network Theme	Mitigation
Accessibility themes in relation to transfers	In terms of accessibility we will be demanding of operators in our contracts in the provision of accessible vehicles

Predominant Operational Theme	Mitigation
More detail on cost/budget for infrastructure changes	The infrastructure plan will be clear on the financial aspects of proposed infrastructure improvements
Concern that it appears trolley buses are being targeted for gradual removal	<p>The proposal is not a tool for gradually removing the trolley buses. The intention is to utilise all the trolley fleet and consolidate them onto particular routes</p> <p>A clear message to the community will be put forward</p>
More detail on infrastructure of connection themes requested; location, design etc	<p>The infrastructure plan will be clear on location and design</p> <p>We will communicate to the community as designs and locations are developed</p>
More details on timetables and interchange wait times	<p>Transfer times will be carefully formulated in the timetable. Current practice is that a transfer is no shorter than 4 minutes and no longer than 15 minutes. It is likely that due to the higher frequencies being offered in the proposal transfer times will be optimal</p> <p>Timetables will be developed and communicated once routes and capacity requirements are finalised</p>
Concern that there will be no further consultation	We will be undertaking further consultation and have a full plan of targeted consultation with representatives of resident groups and other stakeholders
Clarity on how the Spine Study fits in with the proposal	<p>The WCBR is looking at short to medium term public transport improvements. The Spine Study is a long term project and whilst it does have implications on the WCBR it can run concurrently with it</p> <p>A clear message to the community will be put forward</p>
Clarity on timings and plans for Integrated Ticketing	The integrated ticketing project is another external project which can run concurrently with the WCBR

## 5.2 Northern suburbs

Predominant Network Theme	Mitigation
Core route H customers in Newlands concerned that there will not be enough capacity as the services will fill up prior to arrival at Newlands	<p>The potential to split the core route H into a variation of a H1 and H2 is to be explored. This would split the route at the appropriate point on Centennial Highway with H1 travelling directly in and out of Johnsonville and H2 travelling directly in and out of Newlands</p> <p>This option will be tabled at our consultation meetings with resident groups and other stakeholders</p>
Rail is not seen as an alternative core route as it terminates at Wellington Station	Rail is an option of choice for the customer. The current network proposal offers the customer options of modes of public transport on which they will make an individual choice, as per the current services
Core route H travels through Newlands, concern that this adds travel time for Johnsonville customers	The investigation of the H1 and H2 route option as described in the first point has the potential to mitigate this if this is the way we decide to move forward after consultation with resident groups and other stakeholders
The extent of off- peak transfers in the Northern Suburbs is a concern	<p>This can be broken down into two aspects, transfer times and accessibility</p> <p>Transfer times will be carefully formulated in the timetable creation. Current practice is that a transfer is no shorter than 4 minutes and no longer than 15 minutes. It is likely due to the higher frequencies being offered that the proposal transfer times will be optimal</p> <p>We will communicate timetables once they have been developed</p> <p>In terms of accessibility we will be demanding of operators in our contracts in the provision of accessible vehicles</p>
Tawa is not in the study area and thus direct services from Tawa are not proposed	Although Tawa is part of Wellington City the bus routes here are interlinked predominantly with Porirua services so this is where these services fall in terms of service reviews, services in Tawa were reviewed recently
Link route to Johnsonville Medical Centre requested	<p>This will be reviewed in the next iteration of the network and cost/benefit will be analysed</p> <p>We will communicate this to the relevant</p>

	resident groups and other stakeholders
The lack of a direct Wellington CBD service from Middleton Road and the adjacent area	This will be reviewed in the next iteration of the network and cost/benefit will be analysed  We will communicate this to the relevant resident groups and other stakeholders

Predominant Operational Theme	Mitigation
Peak Only routes are not clear in terms of their operation	Our communications for this detail of the review will be clearer. We are also undertaking a demand and capacity study to provide explanation at the next round of consultation on this theme
Lack of integrated ticketing is a theme particularly around routes 12 and 47 as these are run by different operators	The current operation in this area has no integrated ticketing so we are not proposing anything different in the review. Integrated ticketing is not needed to begin implementation of the proposal
Additional information requested on Halswater Drive infrastructure requirements	The infrastructure plan will contain the relevant information on this

### 5.3 Southern suburbs

Predominant Network Theme	Mitigation
The proposal does not have an exact equivalent for the current routes 18, 22, & 23	This will be reviewed in the next iteration of the network and cost/benefit will be analysed  The amount of feedback on the Route 18 has certainly been noted and alternative options will be explored, views from resident groups and other stakeholders on how to move forward will be sought
Britomart Street has been raised as an area which needs good public transport access	This will be reviewed in the next iteration of the network and cost/benefit will be analysed, views from resident groups and other stakeholders on how to move forward will be sought
The Core Route A2 is not going to be fully utilised and should cover the current Route 23 instead	We are undertaking a capacity and demand study to provide explanation at the targeted consultation on this theme

Predominant Operational Theme	Mitigation
Access to/from The Terrace	We will work with Wellington City Council to confirm and establish sufficient infrastructure to support transition of passengers to/from the Terrace
Concern on capacity and frequency of Core Route D1 in comparison with current routes	We are also undertaking a capacity and demand study to provide explanation at the targeted consultation on this theme
Concern on capacity and frequency of Core Route A1 in comparison with current routes	We are also undertaking a capacity and demand study to provide explanation at the targeted consultation on this theme

#### 5.4 Eastern suburbs

Predominant Network Theme	Mitigation
The proposal does not have an equivalent for the current route 11	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
There is a perceived lack of coverage in the Eastern Suburbs, especially Strathmore Park	We are undertaking a capacity and demand study to provide explanation at the targeted consultation on this theme
Need to extend the proposed Route 25	We are undertaking a capacity and demand study to provide explanation at the targeted consultation  This will be reviewed in the next iteration of the network and cost/benefit will be analysed
Route 14 should extend to Kilbirnie	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
The proposal does not have an equivalent for the current route 5	This will be reviewed in the next iteration of the network and cost/benefit will be analysed

Predominant Operational Theme	Mitigation
Access to/from The Terrace	We will work with Wellington City Council to confirm and establish sufficient infrastructure to support transition of passengers to/from the Terrace
The Core Route C is not a sufficient equivalent for current Route 18, 22 & 23 in terms of capacity and	We are undertaking a capacity and demand study to provide explanation at the targeted consultation

frequency	
Concern that capacity will not meet demand at peak times	We are undertaking a capacity and demand study to provide explanation at the targeted consultation
Proposed Route 30 is unclear in it's operating frequency and direction	We will be clear on the route, direction and frequency and communicate this

## 5.5 Western suburbs

Predominant Network Theme	Mitigation
The Route 18 is seen as a crucial cross city connection giving access to the Universities and Hospital amongst other things	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
The proposed route 14 no longer incorporates the Gloucester Street loop	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
The proposal does not have an exact equivalent for the current routes 18, 22 & 23	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
A direct service to Wellington Hospital is requested	This will be reviewed in the next iteration of the network and cost/benefit will be analysed
Queries as to the reasoning behind why Campbell Street is being used on the proposed route 16 rather than Beauchamp Street	We will be clear on the rationale behind this. At a high level the reasoning was to increase public transport access to the community

Predominant Operational Theme	Mitigation
Clarity of proposed Route 19 workings, what is this route trying to achieve?	We will be clear on the rationale behind this and put this forward at the consultation meetings with residents groups and other stakeholders; we will also take this into account in the next iteration of the network design
Concern that capacity will not meet demand on proposed route 17	We are undertaking a capacity and demand study to provide explanation at the targeted consultation
The perceived loss off peak hour services to/from Wilton, Mairangi and the Northern Suburbs	We are undertaking a capacity and demand study to provide explanation at the targeted consultation



## 5.6 CBD corridor

Predominant Network Theme	Mitigation
Concerns expressed regarding alternate CBD corridor in relation to access to CBD	We will be clear in our consultation with resident groups and other stakeholders that this is an option we put forward to act as an overflow in the peak only so it does not induce congestion on the Golden Mile

## 6. Next steps

Moving forward the project has been broken down into work stream segments with tasks allotted to these.

The work streams are:

- Network Analysis
- Network Design
- Targeted Consultation
- Communications
- Infrastructure
- Operational Implementation

These work streams have key milestones allotted in the planning process to allow us to monitor progress, these milestones are:

Milestone	Date	Description
1	29 May	completion of Analysis Report for Economic Wellbeing Committee meeting
2	mid-August	next network iteration completed (following the first round of targeted consultation)
3	early 2013	network finalised (further consultation completed prior)
4	April/May 2013	begin process of operational implementation

Further consultation with our communities is a key aspect of the project moving forward. Meetings will be held with residents groups where we will workshop options based on trends of opinion from this analysis.

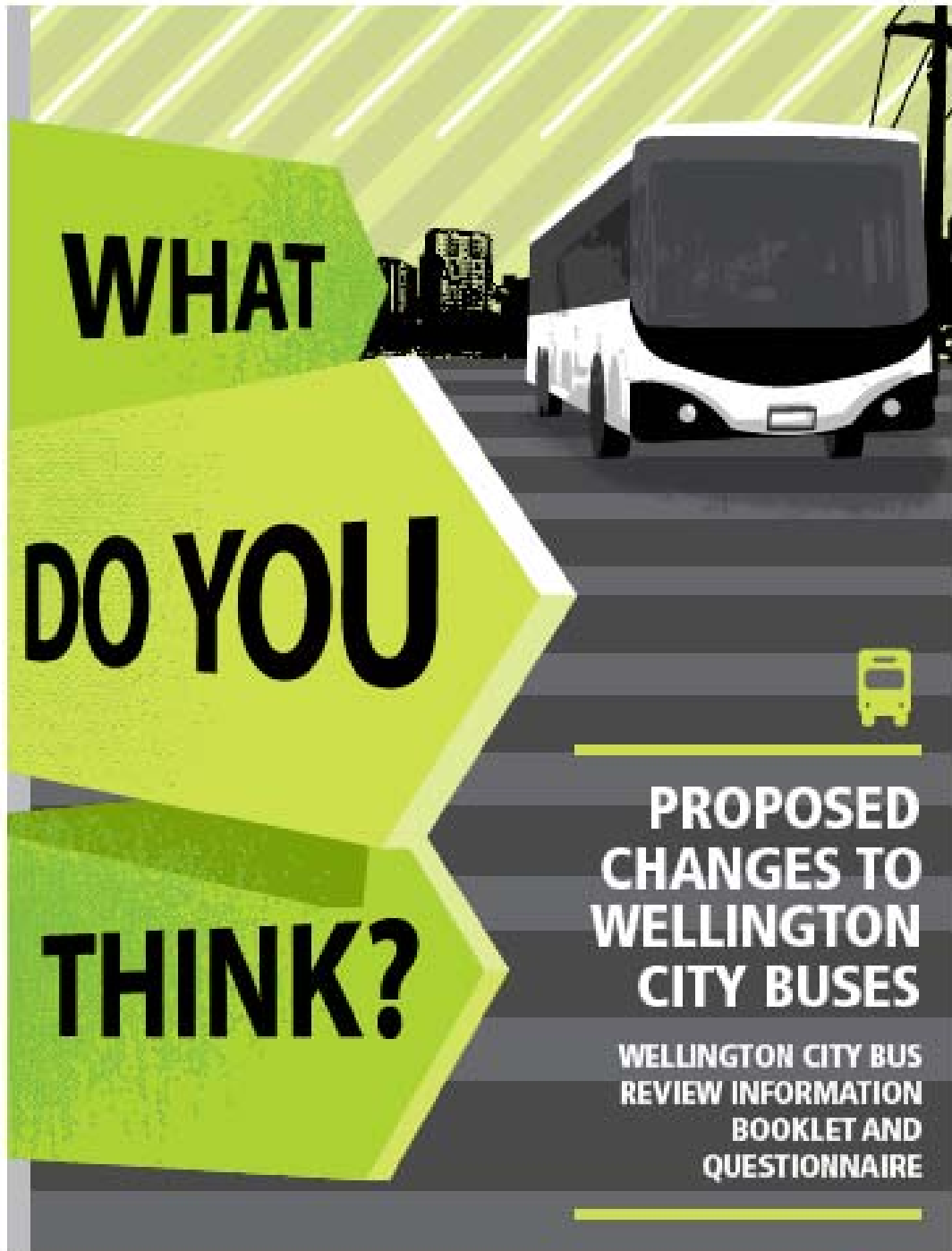
The consultation with our communities will form an integral part of the next iteration of the network design. This iteration will also include a capacity study to ensure that capacity will meet demand on the network.

Communication will be provided in a pro-active way to ensure the information to our communities is understandable and consistent in manageable quantities.

In conclusion this Review aims to provide a network design,

- which delivers increased PT access to our communities
- which delivers frequent core services and access to secondary services
- which delivers capacity during the peak
- where duplication and inefficiencies are minimised

Appendix 1 'What do you think?' Feedback Document



## » ABOUT THIS REVIEW



Greater Wellington Regional Council is proposing changes to Wellington City bus services south of Grenada North and we would like to know what you think.

The proposed changes could significantly affect the way you travel, so we need your feedback to help decide whether to make them. Please take a few minutes to see how the proposed changes affect you and let us know what you think.

### **WHY ARE WE PROPOSING CHANGES TO BUS SERVICES?**

Greater Wellington plans and funds most public transport, and we contract operators such as GO Wellington and Newlands Coach Service to supply the services that we require.

This proposal is the result of the first major review of Wellington City bus services since the early 1990s. The city has changed a lot in that time and travel needs have changed. In 2009-10 people told us that they wanted more bus services, including evening and weekend services, better access to places outside of the CBD and many other changes.

In this next round of consultation we propose to reorganise services, within our existing budget, to better meet the needs of the communities now and in the future.

### **WHAT SERVICES ARE AFFECTED?**

All timetabled bus services that operate within Wellington City south of Grenada North are affected by this proposal in some way. This includes all GO Wellington and Newlands Coach Service buses and some services that operate into Wellington City from other areas.

School and After Midnight bus services are not affected by this proposal. We will look at changes to these services at a later stage. Train, harbour ferry and cable car services are not affected, although the interaction between these services and bus services has been taken into consideration.

### **WHAT IS THE RELATIONSHIP WITH THE WELLINGTON PUBLIC TRANSPORT SPINE STUDY?**

The Wellington Public Transport Spine Study is looking at longer-term options for the Wellington Railway Station to Wellington Regional Hospital corridor. This review is looking at short to medium term improvements that can be made across Wellington City.

### **WHAT HAPPENS NEXT?**

Please use the attached feedback form to have your say by Friday 16 March 2012. You can also do this quickly and easily online at [www.gw.govt.nz/wellington-city-bus-review](http://www.gw.govt.nz/wellington-city-bus-review). We will carefully consider all feedback and report the conclusions to Greater Wellington's Economic Wellbeing Committee in April/May. If changes are approved, we would roll them out over several years starting in 2013, once detailed planning has been completed.

## » WHAT CHANGES ARE WE PROPOSING TO MAKE?

We have applied best-practice public transport design principles to create a new network of bus routes that complement each other and are more efficient, allowing us to provide more bus services overall. The new network is made up of three layers:

- **Core services:** Frequent bus routes running at least every 15 minutes all day, connecting all of the main transport corridors, suburban town centres and important destinations. These routes would run seven days a week, from early morning until late evening.
- **Secondary services:** Bus routes running every 30-60 minutes all day, covering lower populated suburban areas. Most of these routes would run seven days a week, from early morning until mid evening. Some would run into the CBD. Some local secondary routes would run only as far as a local town centre, where passengers could connect to core services to other destinations.
- **Peak-only services:** Peak-only bus routes would supplement the all-day routes and would depend on sufficient demand. Some would provide the only public transport service to fringe areas (e.g. Breaker Bay and Karori South). Others would provide direct service to the CBD at peak times from areas served by local secondary routes, minimising the need to connect to other services.

The proposed changes would provide more evening and weekend services that would make it easier to get around without a car.

The maps on the following pages show what the proposed bus network would look like.

Proposed bus routes have **different routes and different route numbers** from the existing bus routes, so check your area carefully:

- Core routes are named A-H
- Secondary routes are named in the 10, 20 & 50 route number ranges
- Peak-only routes are shown as dotted lines in the 30, 40 & 60 route number ranges. Routes 27 & 28 are also peak-only.

More detail is provided in following sections, which look at the proposed bus routes by area (eastern suburbs, southern suburbs, western suburbs, and northern suburbs). A subsequent page shows a possible route change that we propose for some services in the CBD. This is followed by some examples of journeys under the proposed network, details of where to get more information and a table of existing bus services for reference.

### WHAT ARE THE EXPECTED BENEFITS?

- A simpler, easier to understand network of bus services
- Better connections, making it easier to reach a greater range of destinations
- Greater access to high-frequency all-day routes
  - 75% of people would be within a ten minute walk of the expanded network of core services compared to 58% at present
- More buses throughout the day, in the evenings and at weekends in many areas
  - The number of bus trips would increase by 15%
  - Most areas would have a similar or better bus service than they currently do
- Improved bus flows in the CBD
  - Bringing improved reliability.

## » WHAT CHANGES ARE WE PROPOSING TO MAKE? CONT.

### WHAT ARE THE TRADE-OFFS?

- Every bus route would change
- Some passengers would need to connect to other services where they don't at present
  - About 10% of people would be affected in this way, mostly at off-peak times
  - Connections would be easier than they are now (see below)
  - We have tried to minimise the need to make connections
- The new network would take some time to put in place.

### HOW WOULD CONNECTIONS WORK?

- Transfers between buses operated by the same company would be free, so the cost of a bus trip would be the same, even if you have to connect
- Connections between core routes and local secondary routes would be planned, to minimise waiting times
- Connections between core routes would be quick and easy, since these services would be frequent throughout the day
- Major connection points (shown with a bus symbol on the maps) would have good shelter and Real Time Information screens providing up-to-date information
- Northern suburbs passengers would have the option of connecting to a bus or a train in Johnsonville.

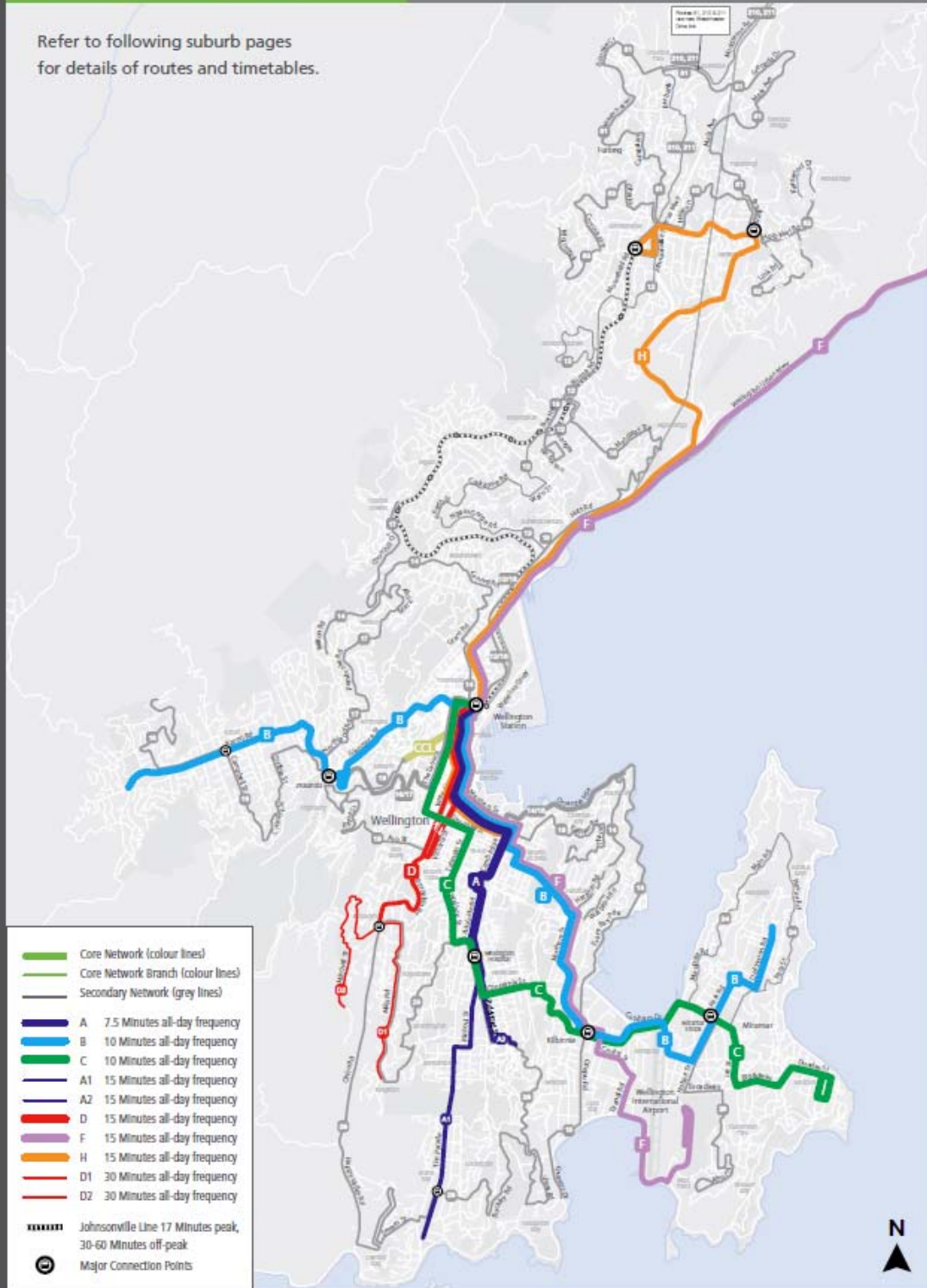
### WHAT BUSES WOULD BE USED?

- This proposal provides the opportunity, on some secondary routes, to use smaller buses that are more suited to narrow roads – we expect that these buses would have low floor access
- Large buses would be used on the core routes
- This proposal assumes that trolley buses would continue to be used in most areas that they are at present.



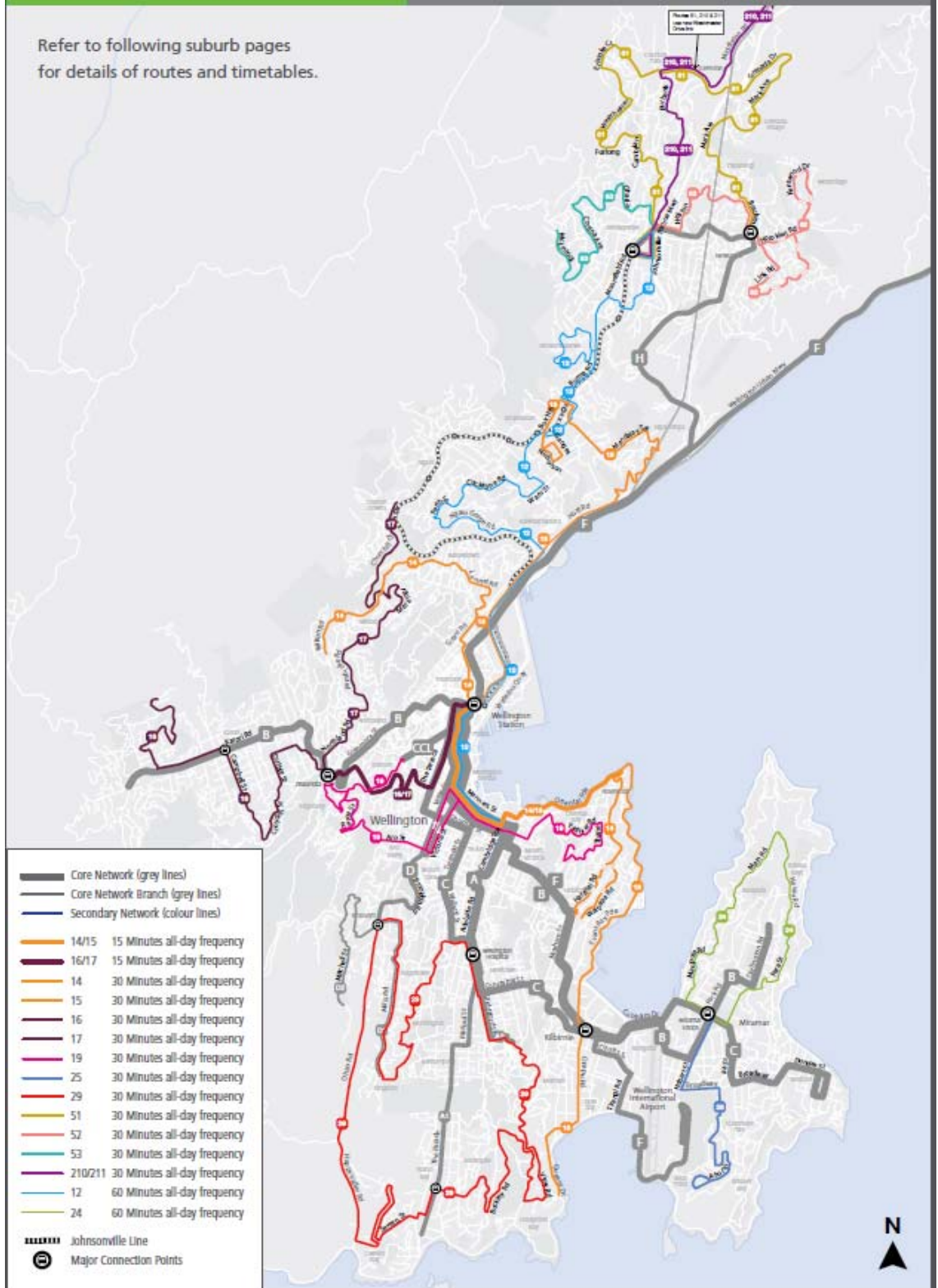
## PROPOSED CORE NETWORK

Refer to following suburb pages for details of routes and timetables.



## PROPOSED SECONDARY NETWORK

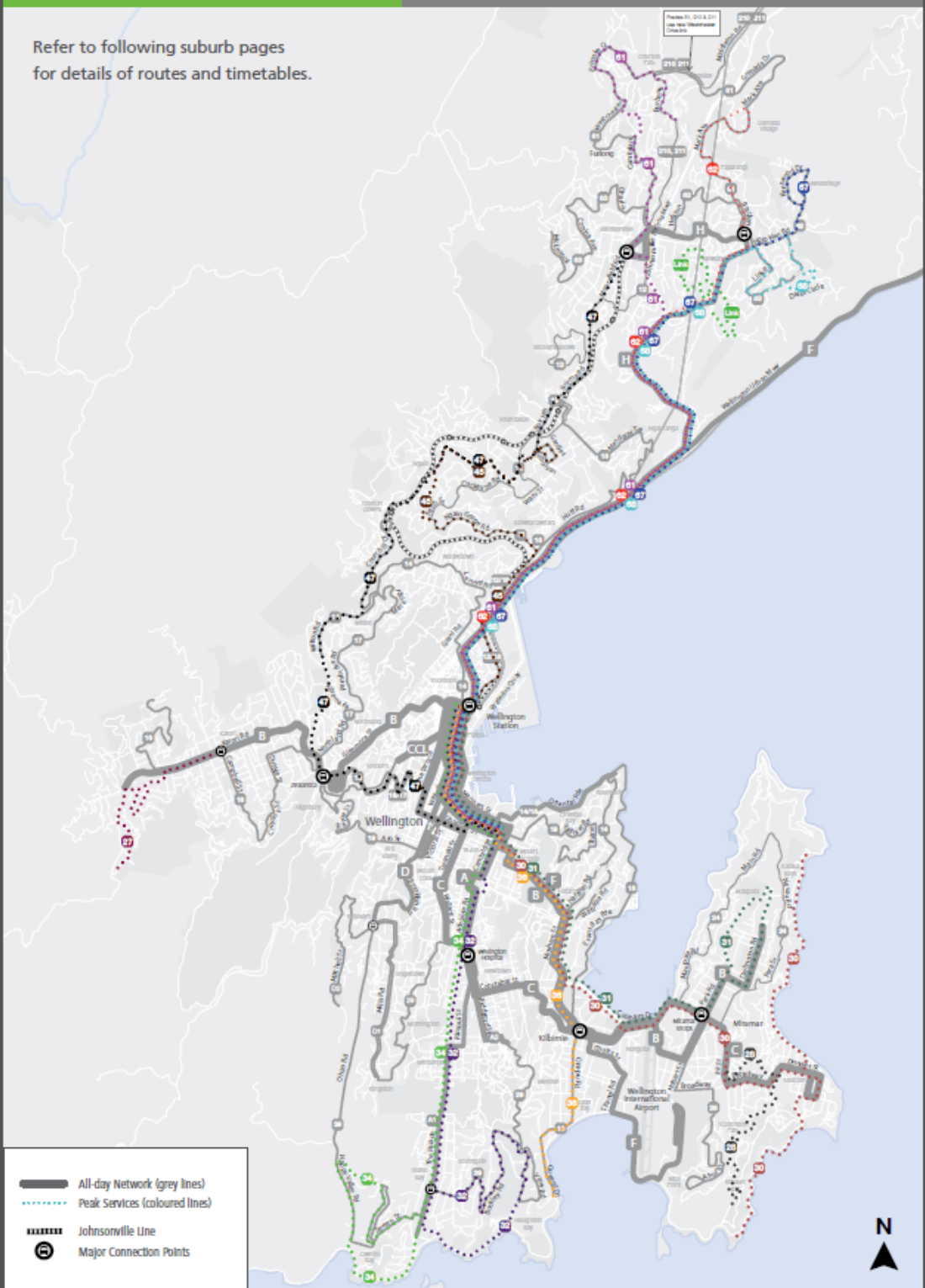
Refer to following suburb pages for details of routes and timetables.





## PROPOSED PEAK-ONLY SERVICES

Refer to following suburb pages for details of routes and timetables.



## » EASTERN SUBURBS Proposed routes and service levels

The eastern suburbs are currently served by existing Routes 2, 3, 11, 14, 18, 20, 23, 24, 43, 44 & 91 and peak-only Routes 5, 6, 25, 28, 30 & 31.

Current service levels vary considerably between the routes.

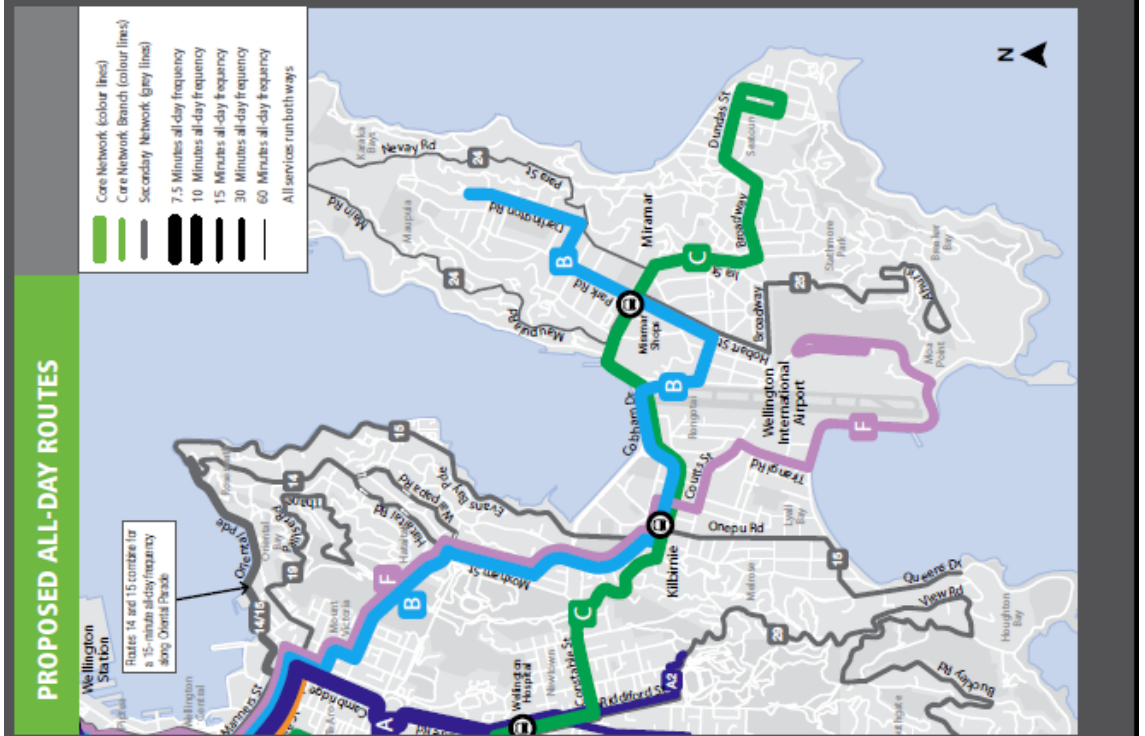
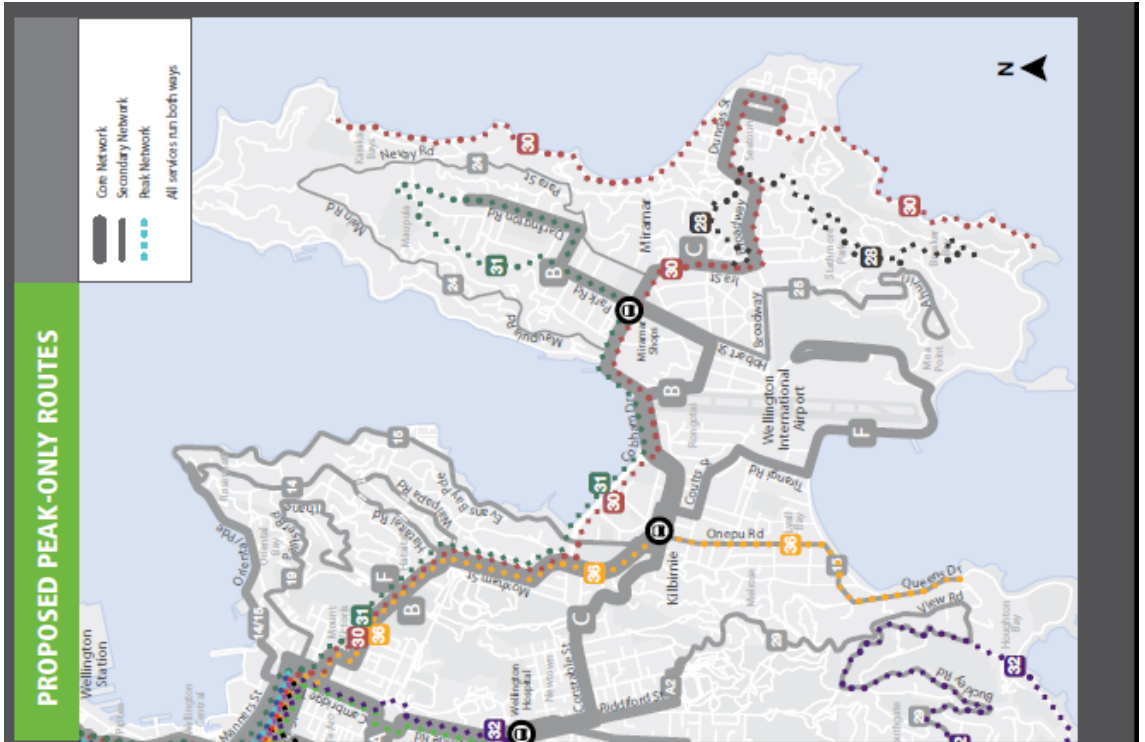
See the 'Existing Services' section on page 20 for details.

Under the proposal, the eastern suburbs would have three high-frequency core routes B, C and F, with major connection points at Miramar and

Kilbirnie. Secondary Routes 14, 15 & 19 would serve inner suburbs and run through the CBD, with Routes 14 & 15 combining to provide a 15 minute all-day frequency along Oriental Parade. Secondary Routes 24 & 25 would run locally on the Miramar Peninsula only, connecting with the core routes and peak-only routes at Miramar. Routes 28, 30, 31 & 36 would run only at the peak. The table below provides details.

ROUTE	DESCRIPTION (SERVICES RUN BOTH WAYS)	GUIDELINE DAYS AND HOURS				GUIDELINE FREQUENCY (A BUS EVERY X MINUTES)		
		WEEKDAY	PEAK	SAT	SUN			
<b>CORE</b>								
B	Karori - CBD - Kilbirnie - Miramar North	7 days	6am-12am		10	6	15	15
C	Wellington Station - Terrace - Taranaki St - Newtown - Kilbirnie - Seatoun	7 days	6am-12am		10	10	15	15
F	Hutt Valley - CDB - Airport (Airport Flyer)	7 days	5am-9pm		15	15	15	15
<b>SECONDARY</b>								
14	Wilton - Wadestown - CBD - Oriental Bay - Hataitai	Weekdays	6am-12am, Sat-Sun 7am-10pm		30	15	30	30
15	Khandallah - CBD - Oriental Bay - Lyall Bay	Weekdays	6am-12am, Sat-Sun 7am-10pm		30	15	30	30
19	Kelburn Cable Car - Highbury - Aro Valley - Mt Victoria	Weekdays	6am-8pm, Sat-Sun 7am-8pm		30	20	30	30
24	Miramar Heights - Miramar	Weekdays	6am-8pm, Sat-Sun 7am-8pm		60	20	60	60
25	Miramar - Strathmore	Weekdays	6am-12am, Sat-Sun 7am-10pm		30	15	30	30
<b>PEAK-ONLY</b>								
28	Miramar South - Beacon Hill	Weekdays	7-9am & 4-6pm		-	20	20	-
30	Wellington Station - Scorching Bay or Breaker Bay	Weekdays	7-9am & 4-7pm		-	30	15	-
31	Wellington Station - Miramar North	Weekdays	7-9am & 4-7pm		-	12	15	-
36	Wellington Station - Lyall Bay	Weekdays	7-9am & 4-6pm		-	20	12	-

For Routes A, 29 & 32 please refer to Southern Suburbs section.



## » SOUTHERN SUBURBS Proposed routes and service levels

The southern suburbs are currently served by existing Routes 1, 3, 7, 8, 9, 10, 11, 18, 21, 22, 23, 29, 43, 44 & 47 and peak-only Routes 4, 6 & 32. Current service levels vary considerably between the routes. See the 'Existing Services' section on page 20 for details.

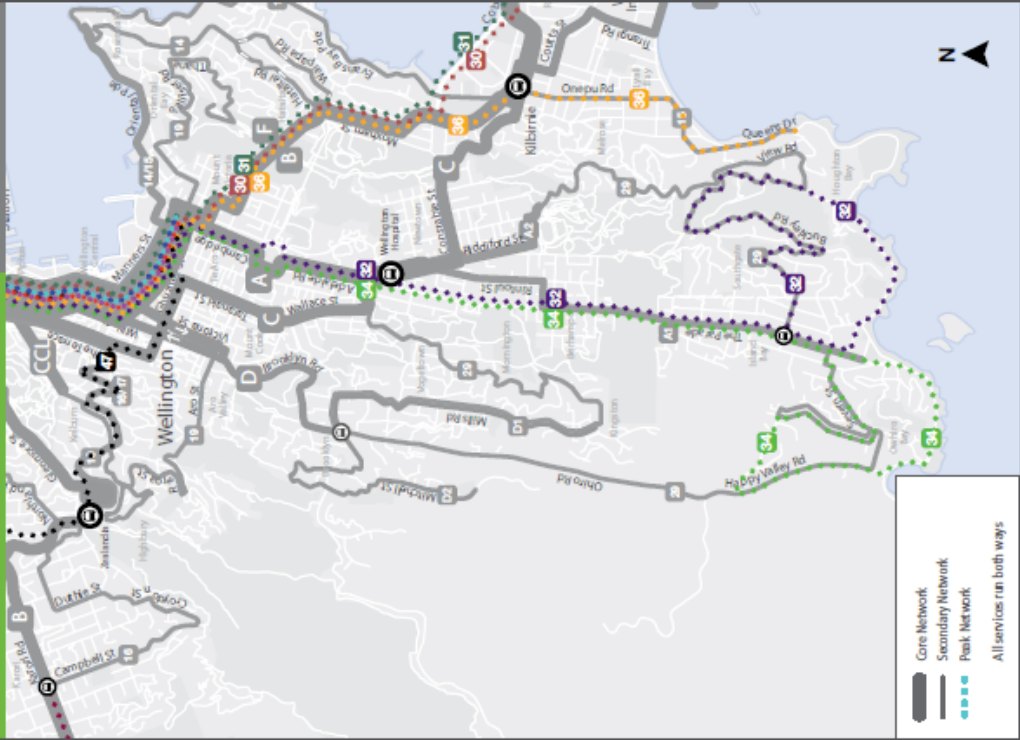
Under the proposal, the southern suburbs would have three high-frequency core routes A, C and D, with major connection points at Wellington

Hospital, Brooklyn and Island Bay. Routes A & D would each have two branches that would combine to provide higher frequency closer to the CBD. Secondary Routes 15 & 19 would run through the CBD. Local secondary Route 29 would serve the southern hill suburbs, connecting with the core routes and peak-only routes at the three major connection points. Routes 32, 34 & 36 would run only at the peak. The table below provides details.

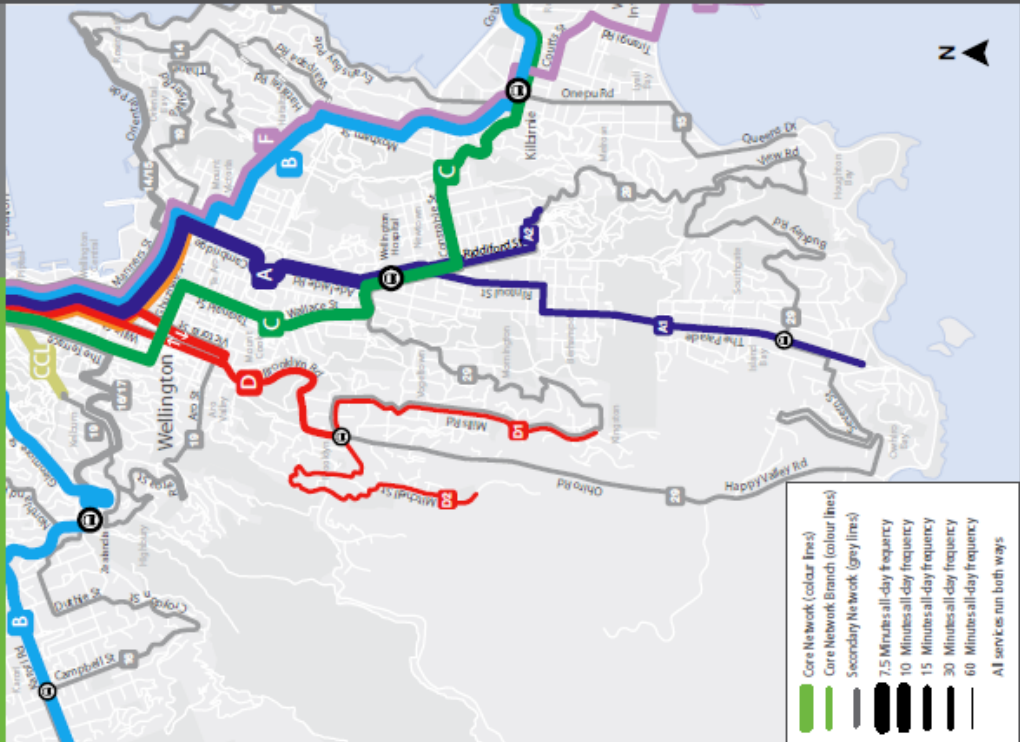
ROUTE	DESCRIPTION (SERVICES RUN BOTH WAYS)	GUIDELINE DAYS AND HOURS			GUIDELINE FREQUENCY (A BUS EVERY X MINUTES)		
		WEEKDAY	PEAK	SUN	WEEKDAY	PEAK	SUN
A1	Wellington Station - Newtown - Island Bay	7 days 6am-12am	15	10	15	15	
A2	Wellington Station - Newtown - Zoo	7 days 6am-12am	15	15	15	15	
C	Wellington Station - Terrace - Mt Cook - Newtown - Kilbirnie - Seatoun	7 days 6am-12am	10	10	15	15	
D1	Wellington Station - Brooklyn - Kingston	7 days 6am-12am	30	30	30	30	
D2	Wellington Station - Brooklyn - Kowhai Park	7 days 6am-12am	30	30	30	30	
15	Khandallah - CBD - Oriental Parade - Loyal Bay	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	15	30	30	
19	Kelburn Cable Car - Highbury - Aro Valley - Courtenay Pl - Mt Victoria	Weekdays 6am-8pm, Sat-Sun 7am-8pm	30	20	30	30	
29	Newtown - Southgate - Owhiro Bay - Brooklyn - Newtown (two-way loop)	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	30	60	60	
32	Wellington Station - Houghton Bay	Weekdays 7-9am & 4-6pm	-	12	20	-	
34	Wellington Station - Owhiro Bay	Weekdays 7-9am & 4-7pm	-	12	15	-	
36	Wellington Station - Loyal Bay	Weekdays 7-9am & 4-6pm	-	12	20	-	

For Routes B, F, 14, 30 & 31 please refer to Eastern Suburbs section. For Routes 16, 17, 47 & CCL please refer to Western Suburbs section.

**PROPOSED PEAK-ONLY ROUTES**



**PROPOSED ALL-DAY ROUTES**



## WESTERN SUBURBS Proposed routes and service levels

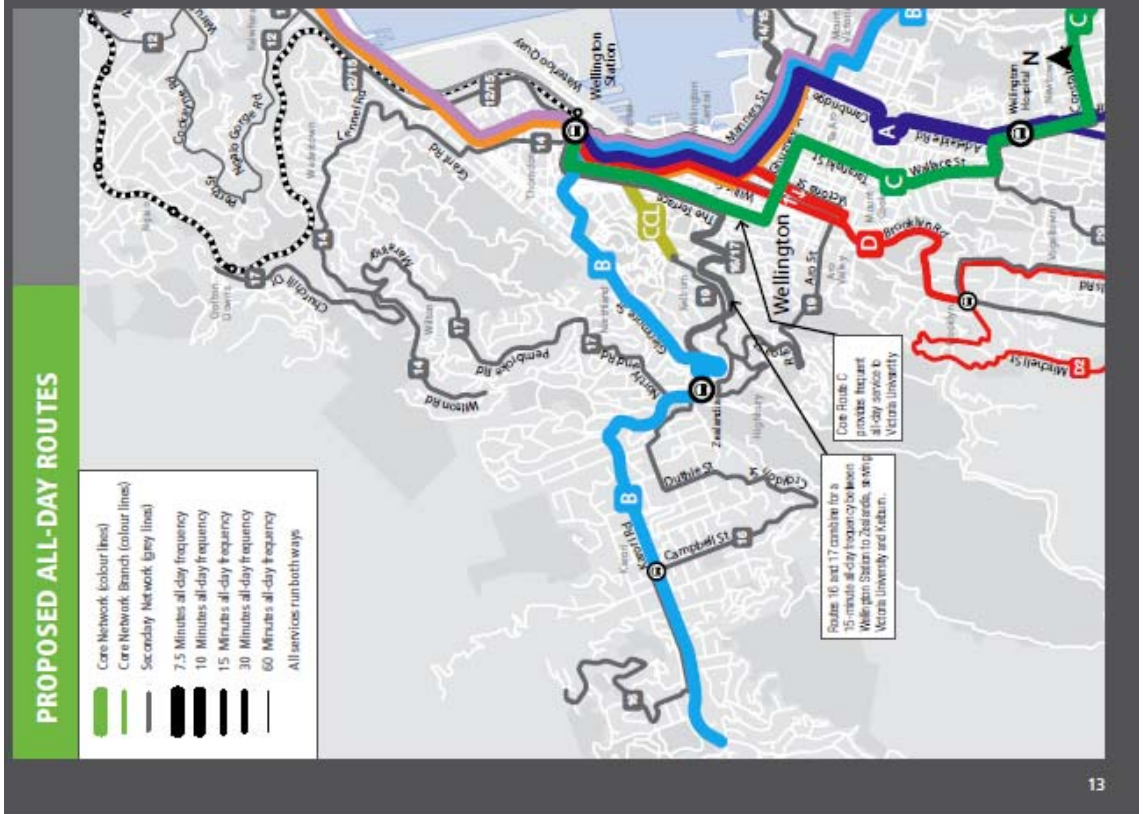
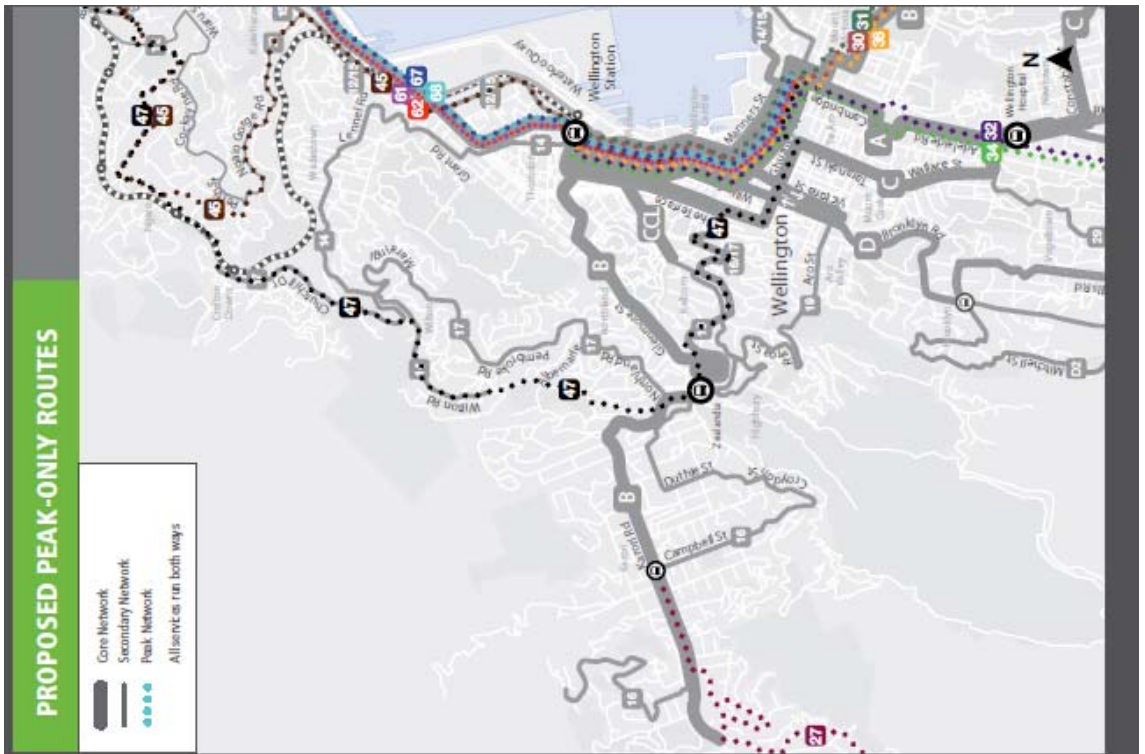
The western suburbs are currently served by existing Routes 3, 14, 17, 18, 20, 21, 22, 23 & 47 and peak-only Routes 3W, 3S & 13. Current service levels vary considerably between the routes. See the 'Existing Services' section on page 20 for details.

Under the proposal, the high-frequency core Route B would replace Route 3, but run through to Miramar North instead of Lyall Bay. Major connection

points would be located at Karori and Zealandia (Karori Tunnel). Secondary Routes 14 & 19 would run through the CBD, with Route 19 connecting to the Cable Car (CCL) at its western end. Routes 16 & 17 would combine to provide a 15 minute all-day frequency between Zealandia and Wellington Station, past Victoria University's Kelburn Campus. Route 27 would run locally in Karori only, connecting with other routes at Karori Town Centre. Routes 27 & 47 would run only at the peak. The table below provides details.

ROUTE	DESCRIPTION (SERVICES RUN BOTH WAYS)	GUIDELINE DAYS AND HOURS				GUIDELINE FREQUENCY (A BUS EVERY X MINUTES)		
		WEEKDAY	PEAK	SAT	SUN			
CORE								
CCL	Cable Car Lane - Kelburn (Cable Car)	Weekdays 7am-10pm, Sun 9am-10pm	10	10	10	10		
B	Karori - CBD - Hataitai - Kilbirnie - Miramar North	7 days 6am-12am	10	6	15	15		
SECONDARY								
14	Wilton - Wadestown - CBD - Oriental Parade - Hataitai	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	15	30	30		
16	Wellington Station - Kelburn - Zealandia - Wrights Hill - Karori	Weekdays 6am-8pm (no weekend service)	30	30	-	-		
17	Wellington Station - Kelburn - Zealandia - Northland - Mairangi - Crofton Downs	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	30	30	30		
19	Kelburn Cable Car - Highbury - Aro Valley - Courtenay Pl - Mt Victoria	Weekdays 6am-8pm, Sat-Sun 7am-8pm	30	20	30	30		
PEAK-ONLY								
Bs	Karori - Courtenay Place (extra CBD B services)	Weekdays 6-9am & 4-7pm	-	-	10	-		
16s	Wellington Station - Kelburn - Zealandia (extra Kelburn 16 services)	Weekdays 8-10am	-	-	20	-		
27	Karori South - Karori	Weekdays 7-8am & 4-6pm	-	20	60	-		
47	Johnsonville - Crofton Downs - Zealandia - Kelburn - Courtenay Place	Weekdays 8-10am & 4-6pm	-	60	20	-		

For Routes A, C & D please refer to Southern Suburbs section. For Routes 12 & 15 please refer to Northern Suburbs section.



## » NORTHERN SUBURBS Proposed routes and service levels

The northern suburbs are currently served by existing Routes 43, 44, 47, 50, 52, 53, 54 & 55 and peak-only Routes 45, 46, 56, 57, 58 & Newlands Link. Current service levels vary considerably between the routes. See the 'Existing Services' section on page 20 for details.

Under the proposal, the northern suburbs would be served by the Johnsonville Line and the high-frequency core Route H, with major

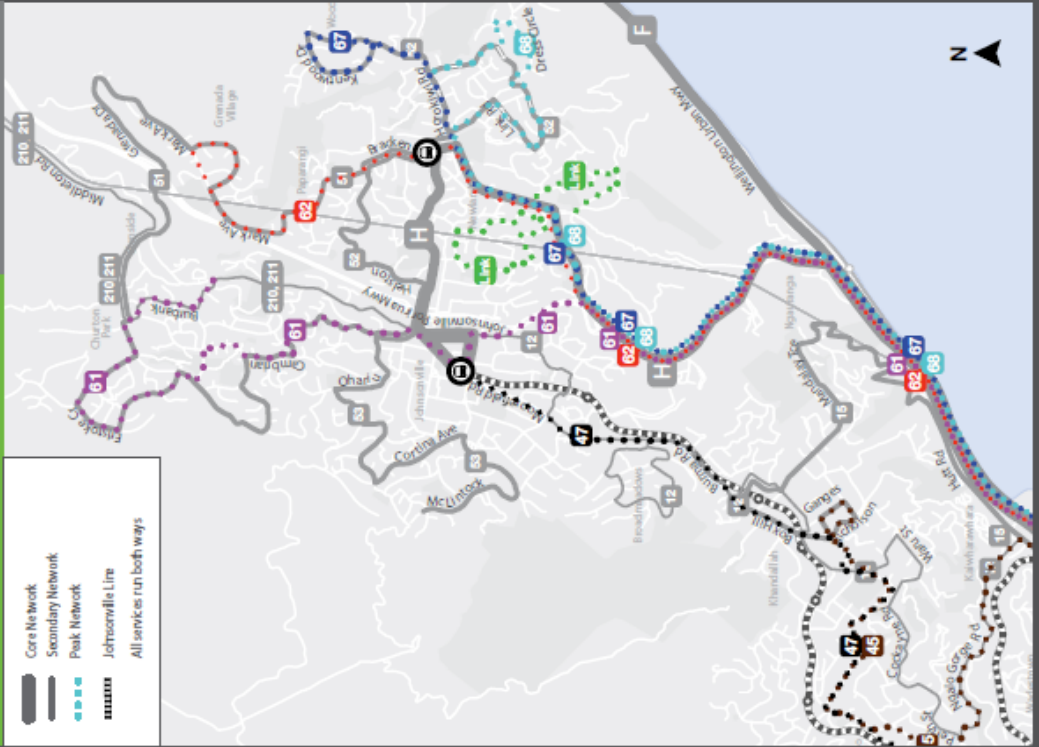
connection points at Johnsonville and Newlands. Secondary Routes 12 & 15 would serve inner suburbs and run through the CBD. Secondary Routes 51, 52 & 53 would run locally only, and along with the 210211 to Tawa and Porirua, would connect with the core routes and peak-only routes at Johnsonville or Newlands. Routes 45, 47, 61, 62, 67, 68 & Newlands Link would run only at the peak. The table below provides details.

ROUTE	DESCRIPTION (SERVICES RUN BOTH WAYS)	GUIDELINE DAYS AND HOURS				GUIDELINE FREQUENCY (A BUS EVERY X MINUTES)			
		WEEKDAY	PEAK	SAT	SUN				
CORE									
Rail	Johnsonville - Wellington Station (Johnsonville Line)	Sun-Thur 6am-12am, Fri-Sat 6am-2am	30	17	30-60	30-60			
H	Johnsonville - Newlands - Courtenay Place	7 days 6am-12am	15	15	15	15			
SECONDAARY	12 Johnsonville - Broadmeadows - Khandallah - Courtenay Place	Weekdays 6am-12am, Sat-Sun 7am-10pm	60	30	60	60			
	15 Khandallah - CBD - Oriental Parade - Lyall Bay	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	15	30	30			
	51 Johnsonville - Churton Park - Grenada Village - Newlands	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	30	30	30			
	52 Johnsonville - Woodridge - Baylands	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	30	30	30			
	53 Johnsonville - Johnsonville West	Weekdays 6am-8pm, Sat-Sun 7am-8pm	30	30	60	60			
	210211 Johnsonville - Churton Park - Tawa - Porirua	Weekdays 6am-12am, Sat-Sun 7am-10pm	30	30	30	60			
PEAK-ONLY	45 Khandallah - Courtenay Place	Weekdays 7-9am & 4-7pm	-	20	20	-			
	47 Johnsonville - Crofton Downs - Zealandia - Kelburn - Courtenay Place	Weekdays 8-10am & 4-6pm	-	60	60	-			
	61 Churton Park - Johnsonville - Courtenay Place	Weekdays 7-9am & 4-6pm	-	12	15	-			
	62 Grenada Village - Newlands - Courtenay Place	Weekdays 7-9am & 4-6pm	-	15	15	-			
	67 Woodridge - Newlands - Courtenay Place	Weekdays 7-9am & 4-6pm	-	15	20	-			
	68 Baylands - Newlands - Courtenay Place	Weekdays 7-9am & 4-6pm	-	20	20	-			
	Link	Newlands South	Weekdays 7-9am & 4-6pm	-	30	30	-		

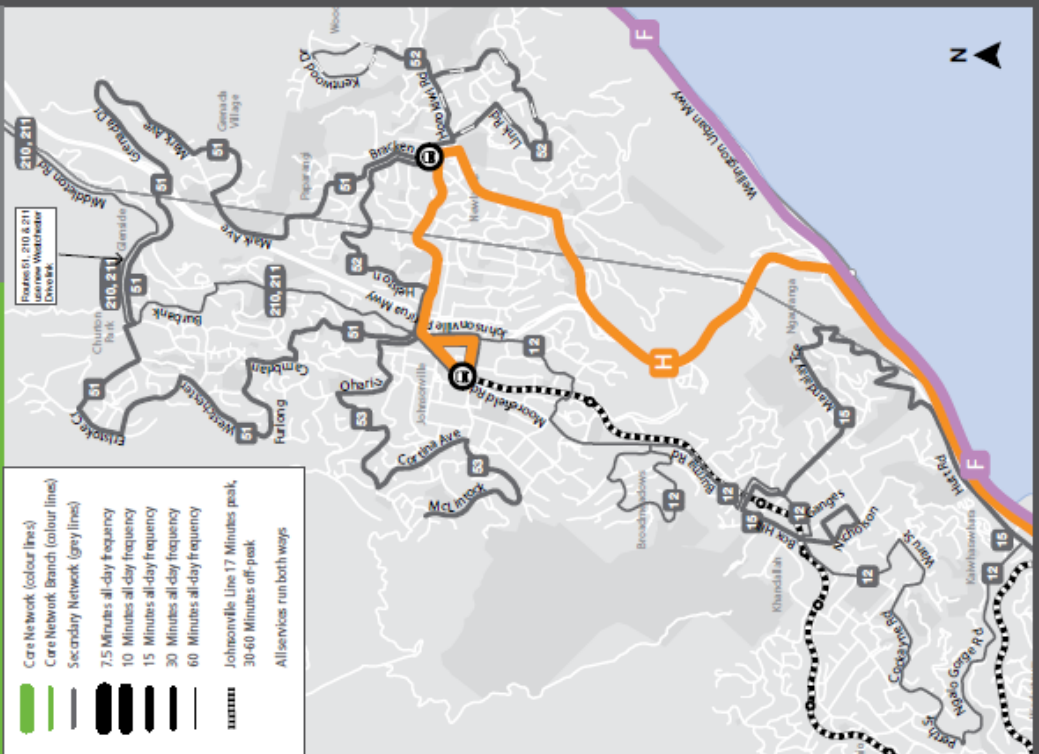
For Route F please refer to Eastern Suburbs section.



### PROPOSED PEAK-ONLY ROUTES



### PROPOSED ALL-DAY ROUTES



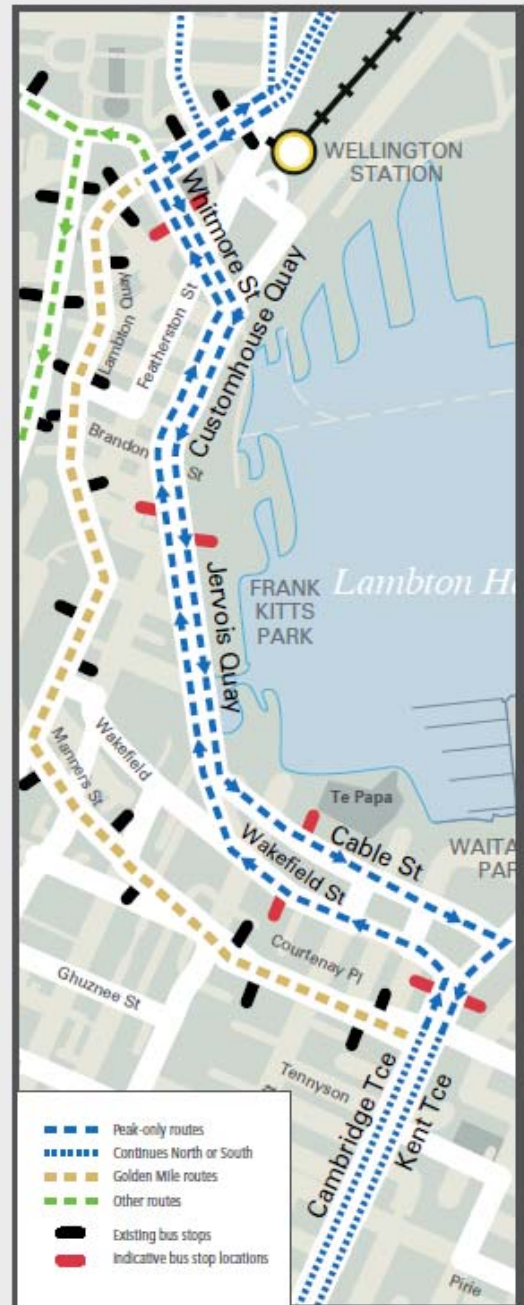
## » CBD CORRIDORS

Some buses would use the Terrace. Most other buses would continue to use the Golden Mile (Lambton, Willis, Manners, Courtenay) through the CBD. However, we propose to shift some peak-only bus routes onto another corridor to manage peak-time bus flows and reliability in the future.

The peak-only corridor might be used by peak-only bus routes from any part of Wellington City and other places such as the Hutt Valley. Peak-only buses would travel via Cable, Wakefield, Jervis, Customhouse and Whitmore (as shown in the map), or a similar route between Courtenay Place and Wellington Station, in both directions. Bus stops would be located at key points, but there would be fewer bus stops than on the Golden Mile route. This would provide a faster bus journey, but require more of a walk to the bus stop or a change of buses for some people.

We expect that this change would improve peak-time reliability for all services, but Greater Wellington and Wellington City Council will investigate it further before making any change.

Question 12 in the questionnaire asks for your opinion on this option.



## » SOME EXAMPLES OF JOURNEYS ON THE PROPOSED NETWORK

See our web page for more examples.

### CURRENT JOURNEY

Anna lives in Seatoun and is a student at Victoria University's Kelburn campus. She currently catches a Route 11 bus to Kilbirnie (running every 15 minutes), then a Route 18 bus to Kelburn (running every 30 minutes). Route 18 does not run in the evening or at weekends, so she has to walk to Manners St to catch a Route 11 bus at those times.

Tane is retired and lives in Strathmore. He travels to Kilbirnie at off-peak times to shop and to Wellington Hospital to visit a sick friend. Tane currently catches a Route 43 or Route 44 bus (combining to provide a bus every 30 minutes off-peak).

Cath lives in Lyall Bay and works in the CBD between 8:30am and 5pm on weekdays, although she sometimes comes home early. She currently catches a Route 3 bus (running every 10 minutes to Lyall Bay) or peak-only Route 6 bus (running every 10-20 minutes).

Dave lives in Owhiro Bay and works in the CBD between 7am and 4:30pm on weekdays, although he often works late. He currently walks to Island Bay to catch a Route 1 bus (running every 8-12 minutes) in the morning, as he is too early for the Route 29 or peak-only Route 4. Dave catches one of those buses home in the evening, but has to walk from Island Bay if he is very late.

Aroha lives in Kowhai Park and likes to meet school friends at Courtenay Place in the evening and weekends. She currently has a long walk to Brooklyn to catch a Route 7 bus (running every 20-30 minutes), since the Route 8 bus doesn't run in the evening or weekend.

### FUTURE JOURNEY

» Anna will be able to catch a core Route C bus (running every 10-15 minutes) from Seatoun to The Terrace (close to the Kelburn campus), throughout the day and late into the evening, seven days a week.

» Tane will be able to catch a local Route 25 bus (running every 30 minutes off-peak) that will take him to Miramar shops, where he will be able to connect to a Route B bus (running every 10 minutes) to Kilbirnie, or a Route C bus to both Kilbirnie and the hospital (running every 10 minutes).

» Cath will be able to catch an all-day Route 15 bus (running every 15 minutes peak and 30 minutes off-peak) via Oriental Bay instead of Newtown, or a peak-only Route 36 bus (running every 12-20 minutes) following the same route as the Route 6 bus.

» Dave will be able to catch a Route 29 bus (running every 30 minutes) to either Brooklyn (connecting with Routes D1 & D2 – combining to provide a bus every 15 minutes from Brooklyn) or Island Bay (connecting with core Route A1 – running every 15 minutes) from early morning to late evening. He will also be able to catch a peak-only Route 34 bus (running every 15 minutes) home.

» Aroha will be able to catch a regular D2 bus (running every 30 minutes) from Kowhai Park throughout the day and late into the evening, seven days a week.

## » SOME EXAMPLES OF JOURNEYS ON THE PROPOSED NETWORK CONT.

### CURRENT JOURNEY

Fred lives in Mt Cook and works flexible hours in the film industry in Miramar North. He currently drives to work, since the Route 18 bus doesn't run to Miramar early or late in the day or at weekends. He could connect between a Route 11 bus and a Route 2 bus, but they are not very frequent early and late in the day (running every 20-30 minutes) and don't connect well at those times.

Harry lives in Khandallah, and is a student at Victoria University's Pipitea and Kelburn campuses. He currently catches a Route 43 bus (running every 30-60 minutes) or Route 44 bus (running every 15-60 minutes) to the Pipitea campus. Harry catches a Route 47 bus (running every 30-60 minutes during term time only) to the Kelburn campus. He usually uses a Route 17 bus (running every 15-25 minutes) to travel between the two campuses.

Jin lives in Churton Park and works in the CBD between 7:30am and 5:30pm. She currently catches a Route 54 bus (running every 11-30 minutes), which travels to the city via Johnsonville. Her daughter catches a school bus to Newlands College.

Jason lives in Woodridge and works in the CBD between 8:30am and 5pm. He currently catches a peak-only Route 57 bus (running every 15 minutes). The daytime Route 52 bus does not run at peak times, so is not usually an alternative for Jason.

### FUTURE JOURNEY

» Fred will be able to catch a core Route C bus, connecting to a core Route B bus at Kilbirnie or Miramar. Both bus routes will run every 10-15 minutes throughout the day and late into the evening, seven days a week, so he'll now be able to rely on a bus being available when he needs it.

» Harry will be able to catch a Route 15 bus (running every 15-30 minutes) to the Pipitea campus. He will be able to take a peak-only Route 47 bus (running every 60 minutes) to Kelburn, or connect from the Route 15 bus to a Route 16, 17 or C (which will also link the campuses) at Wellington Station. Route 16 and 17 will combine to provide a bus every 15 minutes, and Route C a bus every 10 minutes.

» Jin will be able to catch a peak-only Route 61 bus (running every 12-15 minutes) direct to the CBD via Johnsonville, or an all-day Route 51 bus (running every 30 minutes) connecting to a Route H bus (running every 15 minutes) at both Johnsonville and Newlands. Her daughter will be able to use a Route 51 bus to get to school, which will help when she has after-school activities.

» Jason will be able to catch a peak-only Route 67 bus (running every 15-20 minutes). He will also be able to catch an all-day Route 52 bus (running every 30 minutes) to Newlands, where he will be able to connect to a core Route H, peak-only Route 62, or peak-only Route 68 bus to work.

## » MORE INFORMATION

### IF YOU WOULD LIKE MORE INFORMATION ABOUT THE REVIEW OR THE PROPOSED CHANGES, PLEASE VISIT OUR WEB SITE:

- [www.gw.govt.nz/wellington-city-bus-review](http://www.gw.govt.nz/wellington-city-bus-review)

### COME ALONG TO ONE OF OUR COMMUNITY SESSIONS AND TALK TO GREATER WELLINGTON STAFF:

- **Kilbirnie:** Kilbirnie Community Centre,  
56-58 Bay Rd.  
Thursday 8 March 11am-1pm  
Saturday 10 March 10am-12pm.
- **Newtown:** Newtown Hall,  
corner Daniell St and Constable St.  
Wednesday 7 March 11am-1pm  
Saturday 10 March 1-3pm.
- **Karori:** Karori Community Centre,  
7 Beauchamp St.  
Saturday 3 March 10am-12pm  
Monday 5 March 11am-1pm.
- **Johnsonville:** Johnsonville Mall.  
Saturday 3 March 1-3pm  
Tuesday 6 March 11am-1pm.
- **Wellington CBD:** Greater Wellington Regional Council,  
142 Wakefield St, Meeting Room 1, Ground Floor.  
Tuesday 28 February 11am-1pm  
Wednesday 29 February 12-2pm.

### CONTACT US WITH ANY QUESTIONS BY:

- Leaving us a message on 04 830 4071
- Or emailing [ptreview@gw.govt.nz](mailto:ptreview@gw.govt.nz)



