

Revised Wellington City Bus Review Network Concept – November 2012

Following extensive public consultation the network concept has been amended and is the basis for the ongoing network design. The following detail the concept:

- an easier to understand network where services follow consistent routes during all hours and days of their operation
- better connections, making it easier to reach a greater range of destinations, which is assisted by the greater use of through routes which reduces the need to transfer
- greater access to high-frequency all day routes
- more buses throughout the day, in the evening and at weekends in many areas
- improved bus flows in the CBD by reducing the number of buses coming into the CBD (Industry best practise aims for 1 bus per minute in one direction to allow for delays, early running and passenger loading):
 - improved utilisation and loading of buses through the use of more through routing of service, and vehicle sizes and service frequency better matched to demand
 - continuing to use the Golden Mile as the primarily all-day route through the CBD, with additional facility improvements along its length e.g. bus stop spacing, traffic light phasing, and traffic light pre-emption for buses
 - the use of a peak-only overflow route (location and operational matters part of an ongoing discussion with Wellington City Council)
- a three layered approach made up of:
 - core services - high frequency (at least every 15 minutes, 7 days a week) connecting main transport corridors, suburban town centres and important destinations
 - secondary services – lower frequency (30-60 minutes mostly 7 days a week) covering lower populated areas and some running into the CBD and some connecting onto core services at local town centres
 - peak-only services – peak-only service supplementing the all-day routes and would depend on sufficient demand, with these services providing the only public transport to some fringe areas
- a whole network approach is considered at all stages of the network design;
- an integrated approach is adopted, and thus the impacts and opportunities of related and associated projects are considered e.g. the Public Transport Spine Study and integrated ticketing

- stakeholder and communities engagement will be undertaken at appropriate times throughout any wider network change in order to test options and obtain feedback
- penalty free transfers between buses operated by the same company
- transfers at strategically important stops will be timed to ensure a seamless journey for the customer.