

Welcome

# Wellington City Bus Review

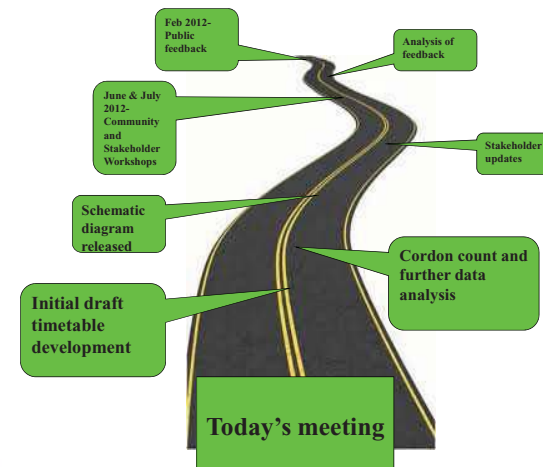
Draft Timetable  
Presentation

April & May 2013

## What are we going to do this evening?

- Recap on the Review (10 minutes)
- Summary of Network Design (10 minutes)
- Describe the key points in your draft timetables and the rationale behind them (40 minutes)
- Feedback process and the next steps (20 minutes)

## The Review so far



# Network Design Principles

- Less focus on many overlapping 'low frequency 'point to point' bus routes.
- Move towards a 'network' approach with free transfers between buses and connecting services to support 'anywhere to anywhere' travel.
- Reduce duplication and waste
- Reduce Golden Mile congestion.
- Use savings to;
  - provide increased coverage of services during evenings and weekends
  - expand frequent services on high demand corridors

# Response to consultation

- Reduce the need to change between buses to reach local centres and city (especially at commuter times).
- No core route along The Terrace.
- Victoria University services to focus on Kelburn Parade.
- Features dedicated direct routes from Wellington CBD to both Johnsonville and Newlands.

# Bus Service Coverage

Population within 500m of a bus route departing at least every:

	<b>30 minutes</b>	<b>15 minutes</b>	<b>10 minutes</b>
<b>Current Bus Network</b>	85%	50%	30%
<b>November 2012 Proposal</b>	90%	49%	38%
<b>% Change</b>	+5%	-1%	+8%

# Timetable development

Not starting with a blank sheet so...

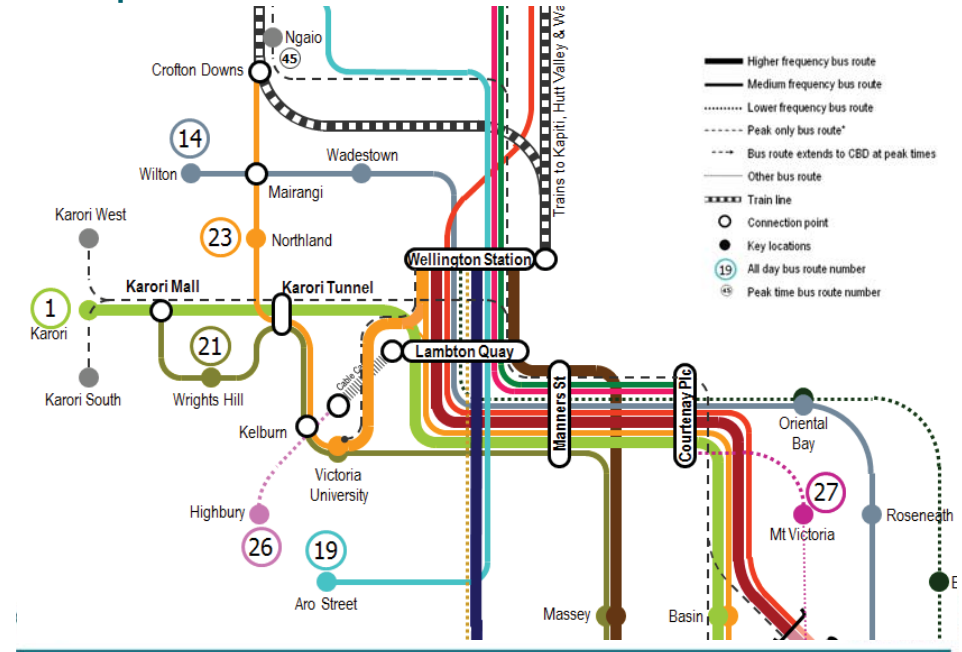
- Try to minimise change for sake of change.
- Where possible retain similar departure times and levels of service.
- Where required expand service to meet PT Plan standards.
- However some service levels may be reduced if usage is very low.

# Timetable development

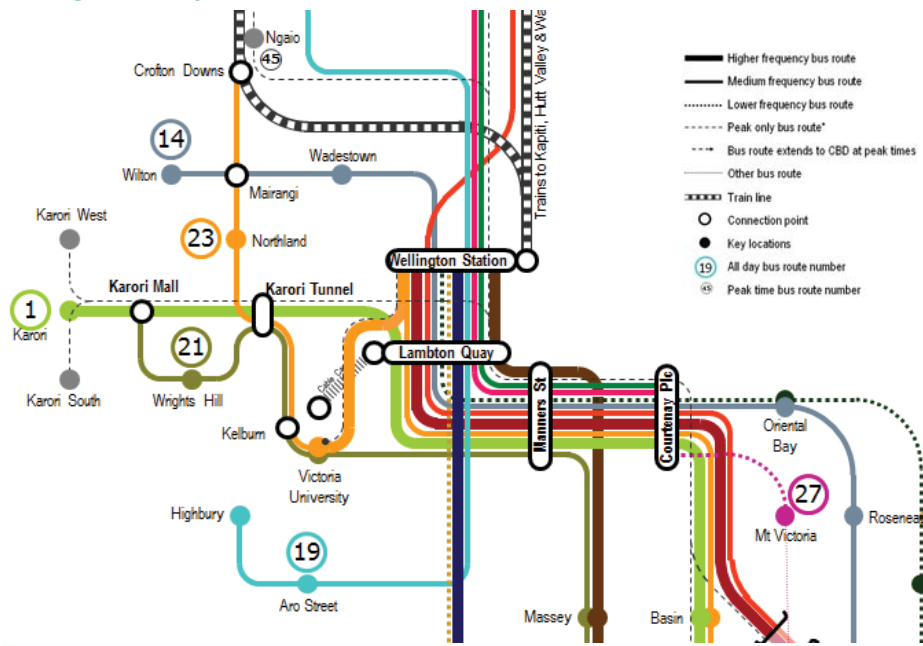
## Key issues to consider

- Capacity (frequency vs. bus size)
- Reliability (realistic bus travel times)
- Legibility (regular predictable times)

# Proposed Network



# Highbury Alternative



# Timetables

- 1 Island Bay – Wellington - Karori
- 14 Wilton – Wellington - Rongotai
- 19 Aro Street – Wellington - Khandallah
- 21 Wrights Hill – Kelburn - Vogeltown
- 23 Crofton Downs – Wellington – Houghton Bay
- 26 Brooklyn – Owhiro Bay - Southgate - Newtown
- 3s/3w Karori South/West - Wellington

# 1 Island Bay – Wellington - Karori

- Island Bay route paired with Karori  
(Direct access to Hospital maintained)
- High frequency daytime service – every 10 minutes weekdays and 15 minutes weekends (as now).
- Morning peak buses from Karori depart as often as every 4 minutes (up from 5).
- Minimum frequency of bus every 30 minutes (up from hourly at certain times early and late on weekends)
- More Brandon Street departures

# 14 Wilton – Wellington - Rongotai

- Peak buses retimed, all buses to start from Wilton
  - Peak buses to depart every 10 minutes vs. 5-15 minutes now)
  - Buses from Wadestown 18-22 per bus
- New 5:10pm trip from Brandon Street
- “Molesworth Shuttle” discontinued
- Sunday buses after 7pm to operate hourly (half hourly now)

# 19 Aro Valley – Wellington – Khandallah

- Route paired with Khandallah
- Peak time buses to depart every 20 minutes (as now).
- Off peak buses every 30 minutes (as now)
- Later evening buses till 10pm (6:35pm now)
- Weekend buses (none now)

# 21 Wrights Hill – Kelburn - Vogeltown

- Route modified to travel via Kelburn and Manners Street (not Glenmore and Lambton Quay)
  - Partly replaces route 18 connection to Te Aro
- More frequent peak time buses (every 10-15 minutes vs. 10 to 23 minutes now)
- More frequent daytime buses every (every 30 minutes vs. hourly now)
- Evening buses proposed till 10pm (now till 7pm)
- Weekend buses proposed (every 30 minutes Saturday and hourly Sundays)

## 23 Crofton Downs – Wellington – Houghton Bay

- Route modified to combine parts of existing routes 10, 13, 17, 22 and 23  
(Simpler more consistent routes with better balancing of bus loadings)
- Route to extend to Crofton Downs
- Peak buses to depart every 7-15 minutes  
(as now, however all buses to travel via Kelburn)
- Brandon Street buses in pm peak
- Later last bus on Sunday (10pm proposed vs. 9pm now)
- Buses to depart every 15 minutes between Wellington Station and Kelburn on weekdays

Quality for Life



## 26 Highbury – Kelburn - Cable Car

New connector route replacing route 20\*

- Connects to buses at Kelburn and Cable Car
- Peak bus every 20 minutes (30 minutes now)
- Daytime buses every 2 hours (hourly now)

*\*Residents will be surveyed on alternative option of extension of the Aro Street bus to Highbury.*

Quality for Life



## 3s & 3w Karori South/West – Wellington

### 3s Karori South

- No change proposed to route and times

### 3w Karori West

- No change to peak commuter route and times
- Shopper trips to Karori Mall to discontinue  
(low use – less than 2 passengers per bus)
- Route numbers to be reviewed to avoid confusion of different route 3's

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## Infrastructure update

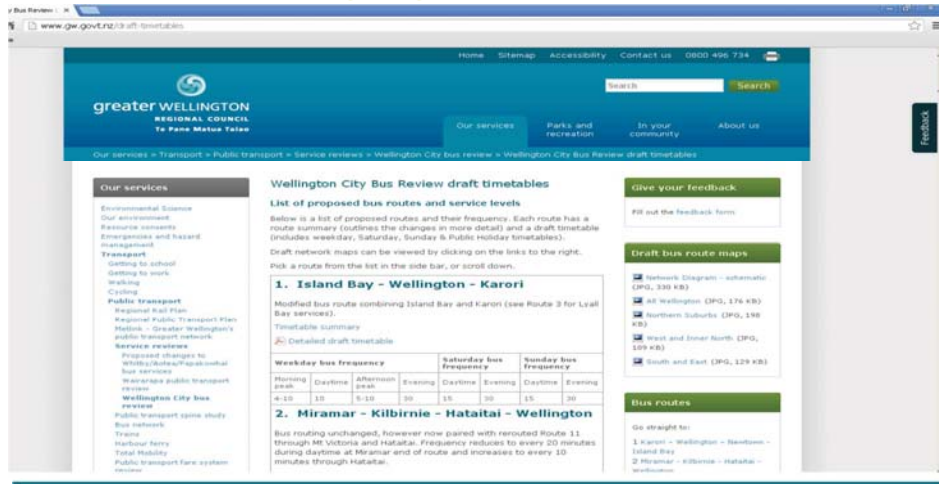
- Consultants completed concept drawings for:
  - Island Bay
  - Newtown Hospital
  - Crofton Downs Rail
- Auto turn checks completed for Crofton Downs, Brooklyn, Vic Uni
- Study on bus stop viability on Churchill Drive

Quality for Life



# We want your feedback!

- Timetables are online at <http://www.gw.govt.nz/draft-timetables>



# Contract/Tendering



# Next steps

Date	Description
April/May 2013	Community representative and Stakeholder meetings on draft timetables
By end of June 2013	Feedback on draft timetables received and further out of meeting communication completed
Late 2013	Contract negotiation and tendering
2015 onwards	Operational implementation

Thank you