

Wellington City Bus Review

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Current public transport projects

- Wellington Bus Review (GWRC)
- Wellington Public Transport Spine Study (GWRC, WCC, NZTA)
- Bus Priority projects (WCC)
- Fare Review (GWRC)
- Trolley Bus Review (GWRC, yet to commence)
- Golden Mile safety audit (WCC)
- Real time information (GWRC)

Everything is linked, but each one has its own timeline, constraints etc

Wellington City Bus Review

- The Regional Council plans and funds most public transport in Wellington
- They have been reviewing Wellington City bus services since 2009
- Public consultation on proposed major changes underway
- WCC will put in a submission – considered by Councillors this week

Purpose of today

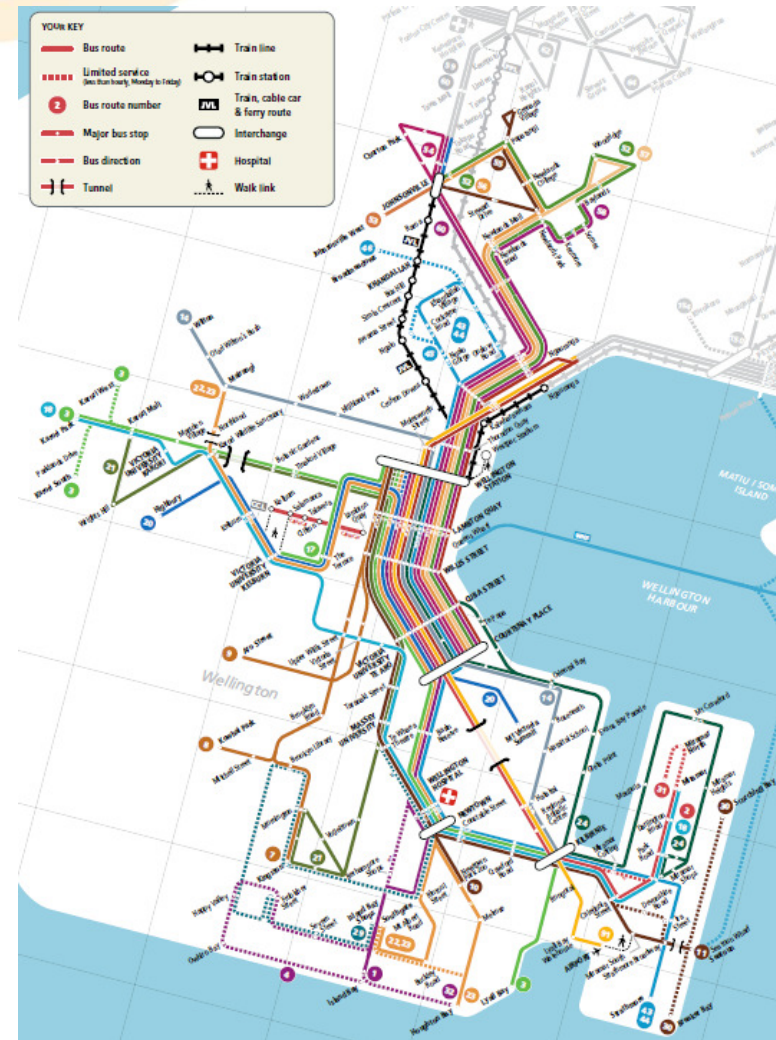
- Outline the regional council proposal
 - Information for your own (individual / collective?) submissions
 - Very important that people submit with details of the trips they make and how they will be affected
- Take feedback on issues to address in the draft submission to go to councillors

Aims of Review

- First major review of Wellington buses since early 1990s
- Recent public feedback has highlighted:
 - Request for more bus services, including evening and weekend services (frequency & hours of operation)
 - Better access to places outside the CBD (new areas and travel destinations)
- CBD congestion
- Allowing for future growth

Scope of review

- Covers all timetabled bus services south of Grenada North
- Does not cover:
 - School and After Midnight services
 - Train, ferry, cable car
- There is a separate review of fares expected this year
- Seeks to improve services within existing funding levels



What approach have they taken?

- Principles
 - Reduce / eliminate duplication
 - Focus on all-day network
 - Frequency / simplicity / connections
- Layered service approach
 - **Core services:** frequent routes running at least every 15 minutes on main corridors (more frequent at peak)
 - **Secondary services:** all-day routes running every 30-60 min in lower population areas, may focus on local centre not CBD
 - **Peak-only services:** supplement the all-day services (capacity, coverage, directness) – largely retain existing direct peak services
- Rearrange services without increasing service kms (ie no overall increase in funding)

Benefits

- Simpler, easier to understand network
- Better connections, making it easier to reach a greater range of destinations
 - No need to pay another fare when transferring between services operated by the same company
- Greater access to high-frequency all-day routes
 - 75% of people within 10 min walk of core services (ie with a bus every 15 mins or less), compared to 58% at present
 - Even for people who transfer, overall trip time likely to reduce (reduced waiting time)
- More buses throughout the day, in the evenings and at weekends in many areas
- Improved bus flows in the CBD – better reliability
- Modelling shows patronage increases after initial settling in period

But ...

- Every bus route would change (except Airport Flyer)
- Some passengers (~10%) would need to connect between services where they don't at present (mostly but not entirely off peak)
- The new network will take time to put in place (years not months) – likely to start with routes south of railway station
- Some specific route proposals likely to be controversial
 - eg propose to stop off-peak direct bus route between J'ville and CBD, service via Newlands
 - rationale is that public subsidy shouldn't be provided to 2 services directly competing (rail and bus)
- Trolley buses consolidated onto smaller number of routes

CBD corridors

- Propose separate peak-only corridor to manage peak bus flows
- Used by peak-only routes only
- Longer walk but quicker journey

Draft WCC submission:

- Doesn't comment on individual route changes – service users are best placed to provide this feedback
- Support for the basic network plan + increased frequency and service hours
- Support conditional on plans to address issues with connections (fares, infrastructure)
- No commitment to additional infrastructure expenditure
- Alternate CBD route should only be used as last resort – ie only to the extent that capacity is demonstrated to be a problem once routes changed
- Implementation should be faster
- Certainty required for future of trolley buses