

Attachment 1 to Report 2016.47 - Proposed amendments to the PT Plan

[\(Proposed changes highlighted and tracked\)](#)

Page 74: Grouping services into units

One of the major components of the PTOM model is the allocation of services to operational units. Each unit is made up of a service route or group of service routes operating to a timetable that applies to the entire route or group of routes specified for that unit, and each unit is delivered through a separate operating contract.

The following principles were used in designing the units:

- > Appropriate services – taking into account completed service reviews and enabling future reviews to ensure that services meet community needs
- > Units should be able to be delivered by operators either as stand-alone operations or as part of a wider suite of services
- > Units should have readily identifiable customer markets
- > Each unit must comprise a service or group of services that operates on the entire length of one or more routes
- > Units should be attractive to a tenderer, and should attract competition from a range of operators
- > Opportunities for operators to tender for units in groups to encourage efficiencies and thus value for money have been taken into account in the unit design
- > Units must be single-mode specific
- > Consideration has been given to network effects and connections between routes.
- > Based on the principles, the region's public transport network is divided into [47-18](#) Units which comprise of [45-16](#) bus Units, 1 rail Unit, and 1 harbour ferry Unit.

Figure 21 provides a map of the region and a high level view of the location of the Units.

Appendix 3 provides more information about the process for establishing the Units.

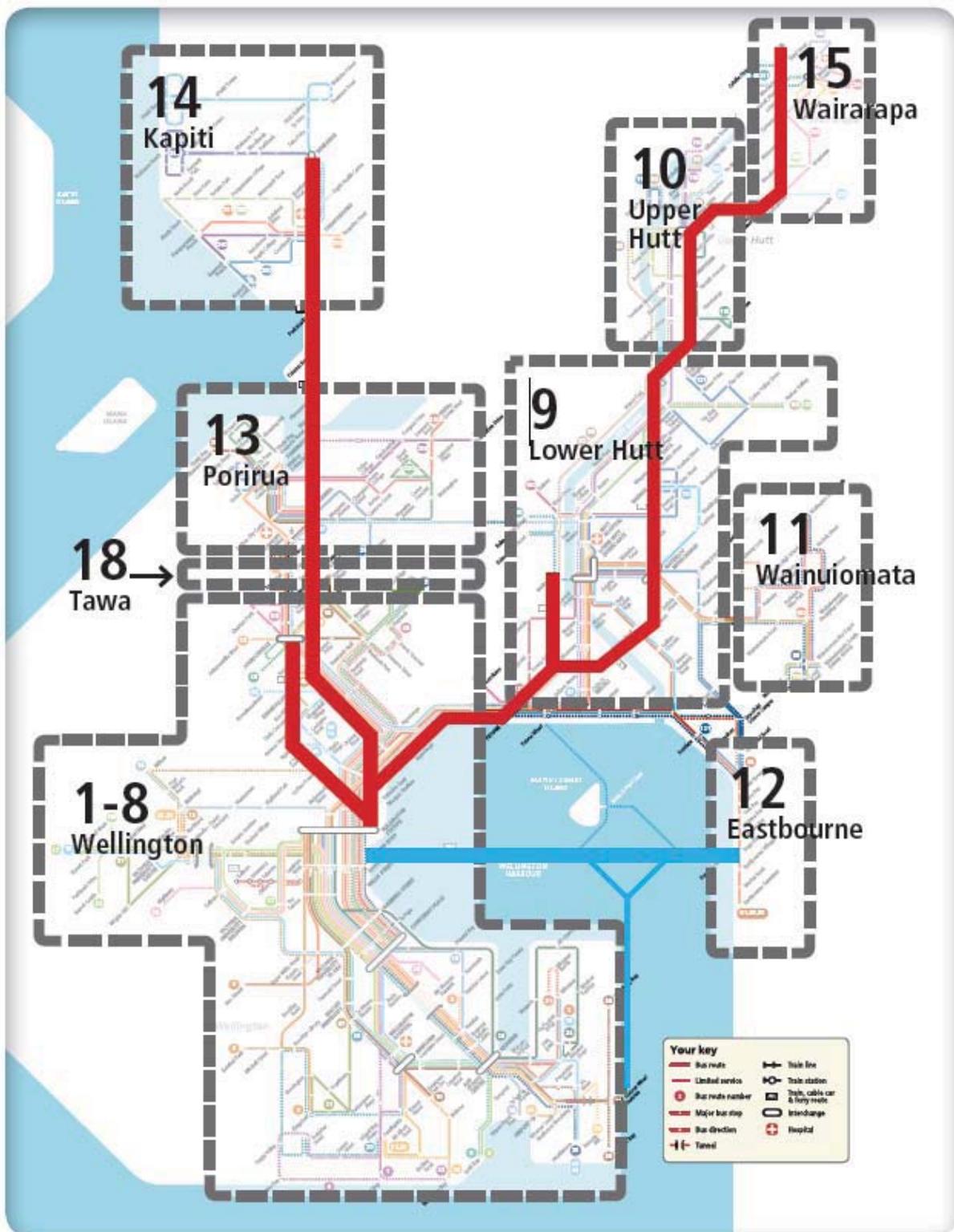


Figure 21 Geographic location of units (Updated map)

Page 76: Transition and timing

GWRC's arrangements for the transition to the PTOM contracting environment are under development, and detailed procurement timelines have yet to be developed.

The rail and ferry units are expected to start operating in mid-2016. Bus units are expected to start operating ~~in~~ from late 2017. The indicative dates by which units are expected to start operating are set out in Appendix 3.

The timings are based on the first bus tender round commencing after the rail contract has been awarded, giving the successful rail operator (if it is also a bus operator) the opportunity to compete for bus units as well. All Wellington City units (1 to 8) are to be contracted under PTOM from ~~1 July~~ late 2017 (after the end of the trolley bus contract). At this stage GWRC's approach to the procurement of PTOM unit contracts for buses allows for a transition period of at least 12 months following the award of tendered contracts, to give non-incumbent successful bidders enough time to secure assets and staff.

GWRC will be working with the Transport Agency and public transport operators on the procurement approach and transition plan, including the allocation of 'like for like' units. GWRC will engage further with operators as the plan develops.

A number of PTOM unit contracts, including those for like for like units, will be awarded to incumbent operators of commercial services by direct appointment, following successful negotiation and subject to price benchmarking against tendered contract prices.

More information about the timing and scope of GWRC's PTOM procurement will be published on GWRC's website as the procurement strategy develops and decisions are made.

GWRC may change the PT Plan to reflect the procurement approach and transition plan once finalised. Consultation on any variation will be in accordance with the significance policy in section 6.

Appendix 1: Services integral to the Wellington public transport network

This appendix presents details of the current and proposed future services that are integral to the Metlink network. It includes descriptions of the units' routes, frequencies and hours of operation.

Bus services are shown in the following categories:

- Scheduled services (by area: Wellington City, Hutt Valley, Porirua, Kapiti, Wairarapa)
- After-midnight services
- School bus services.

The intervals between services are indicative – while timetables are moving towards more regular frequencies, existing intervals are variable. Services are more frequent at some points during the day if there is sufficient demand.

The hours of service are rounded to the nearest half hour and indicate the approximate times when the first and last trips start.

The allocation of specific routes to units has been adjusted as a result of specific discussions with incumbent operators to agree which unit contracts will be directly allocated to them as part of the transition to PTOM, and also as a result of some further targeted community engagement. The allocation of specific routes to units is indicative at this stage; some adjustments to the units may occur as a result of specific discussions with incumbent operators to agree which unit contracts will be directly allocated to them as part of the transition to PTOM. Adjustments

Future adjustments to the unit configuration will be made publicly available once finalised and will be reflected in future variations to the PT Plan. Consultation on any variation will be in accordance with the significance policy at Section 6.

Current Wellington City scheduled bus service network *(Note – no changes proposed)*

Route Number	Route Description	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
1	Island Bay to Wellington Station	10	12	5-10	30	6:00 am - 12:00 midnight	15	30	6:30 am - 12:00 midnight	15	30	7:00 am - 11:30 pm
2	Miramar to Wellington Station	10	15	10	30	6:00 am - 12:00 midnight	15	30	6:30 am - 12:00 midnight	20	60	7:30 am - 11:00 pm
3	Karori to Lyall Bay (via CBD) Peak only express services operate from South Karori and Karori West- 3s and 3w	10	10	10	30	6:00 am - 12:00 midnight	15	20	6:00 am - 11:30 pm	15	30/ 60	6:30 am - 11:30 pm
4	Island Bay to Molesworth Street (peak only)	10	-	15	-	7:00 am - 8:30 am 4:00 pm - 6:30 pm	-	-	-	-	-	-
5	Hataitai to Wellington Station	10	-	20	-	6:30 am - 9:00 am 3:30 pm - 6:30 pm	-	-	-	-	-	-
6	Lyall Bay to Molesworth Street (peak only)	4 trips	-	9 trips	-	7:30 am - 8:30 am 4:00 pm - 6:00 pm	-	-	-	-	-	-
7	Kingston to Wellington Station	20	20	10	30	6:30 am - 11:30 pm	20	60	7:00 am – 11:30 pm	30	60	8:00 am - 11:00 pm
8	Kowhai Park to Wellington Station	15	60	15	-	6:30 am - 8:30 pm	-	-	-	-	-	-
9	Aro Street to Wellington Station	20	30	20	-	6:30 am - 6:30 pm	-	-	-	-	-	-
10	Newtown to Wellington Station	20	30	20	-	6:30 am - 6:00 pm	-	-	-	-	-	-

Route Number	Route Description	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)		
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening			
11	Seatoun Park to Wellington Station	10	15	15	30	6:00 am - 12:00 midnight		15	30	6:30 am - 11:30 pm		30	60	8:00 am - 11:00 pm
13	Mairangi to Courtenay Place	20	-	15 ¹¹	-	7:00 am - 8:30 am 5:00 pm - 5:30 pm		-	-	-		-	-	-
14	Wilton to Kilbirnie (some trips extend to Rongotai)	15	30	15	30	6:30 am - 11:30 pm		30	30	7:00 am - 11:30 pm		30	30	7:00 am - 10:30 pm
17	Karori Park to Wellington Station via Kelburn Parade (Victoria University)	20	25	10	-	7:00 am - 6:30 pm		-	-	-		-	-	-
18	Miramar to Karori Park (Campus Connection)	10	30	20	-	7:00 am - 7:00 pm		-	-	-		-	-	-
20	Mt Victoria to Highbury via Wellington	30	60	30	-	7:00 am - 6:00 pm		-	-	-		-	-	-
21	Wrights Hill to Vogeltown via Wellington	20	60	30	-	7:00 am - 7:00 pm		-	-	-		-	-	-
22	Mairangi to Southgate via Wellington	20	60	15	-	6:30 am - 7:00 pm		-	-	-		-	-	-
23	Mairangi to Houghton Bay via Wellington	60	60	60	60	6:00 am - 11:00 pm		60	60	7:00 am - 11:00 pm		60	60	8:00 am - 9:00 pm
24	Miramar Heights to Wellington Station	15	60	15	-	6:00 am - 7:30 pm		-	-	-		-	-	-
25	Strathmore Park to Molesworth Street via Hataitai	20	-	-	-	6:30 am - 8:00 am		-	-	-		-	-	-

¹¹ three trips.

Route Number	Route Description	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
28	Beacon Hill Shuttle	15	-	20	-	7:00 am - 8:30 am 3:30 pm - 6:30 pm	-	-	-	-	-	-
29	Southern Shopper (Newtown to Island Bay)	3 trips	10 trips	2 trips	-	9:00 am - 6:00 pm	-	-	-	-	-	-
30	Scorching Bay/Moa Point to Wellington Station	15	-	15	-	6:30 am - 9:30 am 4:00 pm - 6:30 pm	-	-	-	-	-	-
31	Miramar North to Wellington Station	10	-	10	-	6:30 am - 9:00 am 2:30 pm - 7:00 pm	-	-	-	-	-	-
32	Houghton Bay to Wellington Station	20	-	20	-	6:30 am - 8:30 am 4:30 pm - 5:30 pm	-	-	-	-	-	-
43	Khandallah to Strathmore Park via Wellington	30	60	60	60	6:00 am - 11:00 pm	60	60	7:30 am - 11:00 pm	60	60	8:00 am - 10:00 pm
44	Khandallah to Strathmore Park via Wellington ¹²	10	30	30	-	6:30 am - 7:00 pm	60	-	6:30 am - 7:30 pm	60	60	8:30 am - 11:00 pm
45	Khandallah via Ngaio to CBD (Brandon Street)	20	-	20	-	6:30 am - 9:00 am 4:00 pm - 6:30 pm	-	-	-	-	-	-

¹² Direction of loop around Khandallah differs from Route 43.

Route Number	Route Description	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
46	Broadmeadows to Courtenay Place	20	-	20	-	7:00 am - 8:00 am 4:00 pm - 6:00 pm	-	-	-	-	-	-
47	Johnsonville to Newtown via Kelburn ¹³ , Victoria University, Massey University	4 trips	60	2 trips	-	7:30 am - 6:00 pm	-	-	-	-	-	-
50	Broadmeadows Shopper	-	60	-	-	9:00 am - 4:00 pm	-	-	-	-	-	-
52	Johnsonville, Newlands to Courtenay Place	-	30	-	30-60	6:00 am - 11:00 am	60	60	6:30 am - 11:30 pm	60	60	8:30 am - 9:30 pm
53	Johnsonville West to Courtenay Place	30	60	20	-	6:30 am - 6:00 pm	60	-	9:00 am - 7:00 pm	-	-	-
54	Churton Park to Courtenay Place	10	30	15	30-60	5:30 am - 11:00 pm	30	60	7:30 am - 11:00 pm	60	60	8:30 am - 9:30 pm
55	Grenada Village, Johnsonville to Courtenay Place	15	60	20	-	6:30 am - 8:00 pm	60	-	7:30 am - 7:30 pm	60	-	9:00 am - 8:00 pm
56	Johnsonville, Newlands to Courtenay Place	15	-	15	-	7:00 am - 8:30 am 4:30 pm - 6:00 pm	-	-	-	-	-	-
57	Woodridge to Courtenay Place	20	-	15	-	6:30 am - 9:00 am 4:30 pm - 6:00 pm	-	-	-	-	-	-

¹³ Operates only during Victoria University trimesters 1 & 2.

Route Number	Route Description	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
58	Baylands, Newlands to Courtenay Place	15	-	15	-	6:30 am - 8:30 am 4:00 pm - 6:00 pm	-	-	-	-	-	-

Future Wellington City scheduled bus service network – *Changes as indicated in “track changes”*

Notes:

- Route numbers provided in this table are intended as guides to identification only: no decisions have been made about future route numbers / names.
- Service levels specified are indicative only and may be more or less frequent based on patronage demand at the time services are introduced. The future Wellington City bus network will not reduce service levels where existing services in an area are well-patronised and cost efficient.~~The future network will not reduce service levels where the existing services are well-patronised and cost efficient. At some points, services may be more frequent than shown, depending on demand.~~

Route Description ¹	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
Unit 1: North – South Spine											
A Churton Park/Grenada Village/Johnsonville West – Johnsonville – Wellington – Newtown – Island Bay (current 1, 4, 32, 53, 54 and 55) Proposed new cross town 'Spine Route' with branches to Churton Park, Grenada Village and Johnsonville West combining to form a high frequency trunk between Johnsonville and Island Bay. Weekday daytime bus frequency for Island Bay to Johnsonville increases to a bus every 10 minutes.	Core	5-10 Trunk	10 trunk	5-10 trunk	20-30 trunk 60-120 branches	6:00 am – 12:00 midnight	15 trunk 30-60 branches	20-30 trunk 60-120 branches	15 trunk 30-60 branches	20-30 trunk 60-120 branches	Saturday 6:30 am – 12:00 am Sunday 7:00 am – 11:30 pm

¹ Route numbers are provided as guides for identification, and are not intended to indicate the future names of routes.

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
A1 Houghton Bay – Island Bay - Wellington (Express) (current 4 and 32) Peak time express commuter bus route combining function of current route 4 and 32 between Houghton Bay and Wellington Station (for route 4 Owhiro Bay see H).	Targeted	10-20	-	10-20	-	7:00 am – 9:00 am 4:00 pm – 6:30 pm	-	-	-	-	-
B Houghton Bay – Newtown (current 23) New link route serving Houghton Bay with timed connections for travel to/from Wellington Central. See B1 for additional direct commuter trips to and from Wellington Central.	Local	15	30	15	60	6:00 am – 11:00 pm	30	60	60	60	Saturday 7:00 am – 11:00 pm Sunday 8:00 am – 9:00 pm
B1 Houghton Bay – Newtown – Wellington Station (current 10, 23) Peak time continuation of route B that continues to and from Wellington Station at peak times. See B for all day bus service.	Targeted	30	-	30	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-
R Churton Park – Johnsonville (current route 54) <u>Loop service which provides link between Johnsonville, Churton Park and Glenside), with extensions on weekdays at peak times to Brandon St (R1).</u> <u>Revised bus route proposal adopted by Council on 25 February 2015 following further community consultation during late 2014.</u>	Local	20-30	30	20-30	:	6.00 am – 7:00 pm	30	:	30	:	Saturday 8.30 am – 6.30 pm Sunday 9.00 am – 6.30 pm

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
<p>R1 Churton Park – Johnsonville – Brandon Street (current route 54)</p> <p>Peak time extension of route R that continues to and from Brandon Street in the city.</p> <p>Revised bus route proposal adopted by Council on 25 February 2015 following further community consultation during late 2014.</p>	Targeted	20-30	-	20-30	-	6:00 am – 9:00 am 4:00 pm - 7:00 pm	-	-	-	-	-
Unit 2: East – West Spine											
<p>C Karori – Wellington - Kilbirnie - Hataitai – Seatoun (current 2, 3, 11)</p> <p>Proposed new cross town 'Spine Route' combining sections of current routes 2, 3 and 11 to form a high frequency east-west spine. Frequency increases to every 10 minutes during daytime through Hataitai, Miramar and Seatoun and remains unchanged at Karori end of route.</p>	Core	5-10	10	5-10	30	6:00 am – 12:00 am	15	30	15	30	Saturday 6:30 am – 12:00 am Sunday 7:00 am – 11:30 pm
<p>C1 Scorching Bay - Wellington (Express) (current 30)</p> <p>Bus route modified to run along Broadway (not Devonshire Road).</p>	Targeted	20-30	-	20-30	-	6:30 am – 9:00 am 4:00 pm – 6:30 pm	-	-	-	-	-

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
C2 Moa Point – Seatoun - Wellington (Express) (current 30) Bus route modified to run along Broadway (not Devonshire Road).	Targeted	20-30	-	20-30	-	7:00 am – 9:30 am 4:30 pm – 6:00 pm	-	-	-	-	-
C3 South Karori - Wellington (current 3s) Bus routing unchanged and trip start times unchanged.	Targeted	20-30	-	20-30	-	7:00 am-9:00 am 4:00 pm-6:00 pm	-	-	-	-	-
C4 Karori West - Wellington (current 3w) Bus routing unchanged – daytime trips between Karori Mall and Karori West discontinued due to low usage (less than two passengers per trip).	Targeted	20-30	-	20-30	-	7:00 am – 9:00 am 3:30 pm – 6:00 pm	-	-	-	-	-
C5 Beacon Hill Shuttle (current 28) Bus routing unchanged – times may be adjusted to ensure connections with C1 and C2 to/from Wellington	Targeted	4520	-	20	-	7:00 am – 8:30 am 3:30 pm – 6:30 pm	-	-	-	-	-
D Miramar – Miramar Shops (current 2) Proposed new link route connecting Miramar terminus with Miramar Town Centre at off peak times complimented by route D1at peak times for commuter travel to and from Wellington. Route will provide <u>timed</u> connection with <u>every second C route C to/from Wellington at Miramar Town Centre, during daytime and all buses during evening times.</u>	Local	10-20	10-20	10-20	30	6:00 am – 11:00 pm	15-30	30	15-30	30	Saturday 6:30 am – 11:00 pm Sunday 7:30 am – 10:00 pm
D1 Miramar North – Wellington Station (current 31) Bus routing unchanged.	Targeted	10-20	-	10-20	-	6:30 am – 9:00 am 2:30 pm – 7:00 pm	-	-	-	-	-

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
Q Strathmore Park – Miramar - Kilbirnie (current 43, 44) Link route providing service between Strathmore Park and Kilbirnie connecting with proposed line C at Kilbirnie. Route modified to travel via Strathmore Park Community Centre. At peak times selected trips continue to and from Wellington (see route Q1).	Local	15-30	30	15-30	60	6:00 am – 10:00 pm	30	60	60	60	Saturday 7:00 am – 10:00 pm Sunday 8:00 am – 9:00 pm
Q1 Strathmore Park – Miramar - Kilbirnie – Hataitai - Wellington (current 25) Peak time commuter service to and from Wellington complementing route line Q .	Targeted	3 trips	-	3 trips	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-
Unit 3: University											
L Karori – Kelburn – Te Aro – Mt Victoria (current 20, 20 21) New route that provides link between Karori, Kelburn and Te Aro with connections at Karori Tunnel and Courtenay Place for travel to Victoria University Kelburn Campus. Additional buses to operate during term time between Courtenay Place and Kelburn to ensure convenient frequent connections.	Local	15-20	30	15-20	60	6:00 am – 10:00 pm	30	60	60	60	Saturday 7:00 am – 10:00 pm Sunday 8:00 am – 9:00 pm

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
M Johnsonville - Crofton Downs – Northland – Kelburn – Wellington (current 17, 22, 23, 47) New route that provides link between Northland, Kelburn and Wellington Station, complimented at peak times by route M1 to Brandon Street via Glenmore Street. Additional buses to operate during term time between Wellington Station and Kelburn to ensure convenient frequent connections.	Local	15-20	30	15-20	60	6:00 am – 11:00 pm	30	60	60	60	Saturday 7:00 am – 11:00 pm Sunday 8:00 am – 9:00 pm
M1 Mairangi – Glenmore Street - Brandon Street (current 13) Modified route 13 to Brandon Street via Glenmore Street to improve reliability and reduce Golden Mile congestion.	Targeted	15-20	-	15-20	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-
Unit 4: Khandallah and Aro Valley											
K Highbury – Aro Valley - Wellington – Ngaio - Khandallah (current 9, 20, 43, & 44) New combined bus route <u>pairing-linking</u> Highbury and Aro Valley with Khandallah <u>via Wellington city</u> . Provides later trips and weekend buses to Aro Valley and Highbury to match with Khandallah. <u><i>Revised bus route proposal adopted by Council on 25 February 2015 following further community consultation during late 2014.</i></u>	Local	10-20	<u>30-60</u>	10-20	60	6:00 am – 11:00 pm	<u>30-60</u>	60	60	60	Saturday 7:00 am – 11:00 pm Sunday 8:00 am – 9:00 pm
K1 Ngaio - Brandon Street (current 45) Bus routing unchanged (except for a <u>single-two</u> am trips to Courtenay Place modified to use same route to Brandon Street as all other trips).	Targeted	20	-	20	-	7:00 am – 9:00 am 4:00 pm-6:00 pm	-	-	-	-	-

Route Description ¹	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
K2 <u>Johnsonville – Broadmeadows – Brandon Street</u> (Current 46) Bus route extended to serve Johnsonville. Provides new morning and afternoon access between Broadmeadows and Johnsonville.	Targeted	15-20	-	15-20	-	7:00 am – 9:00 am 3:00 pm – 6:00 pm	-	-	-	-	
P <u>Johnsonville – Broadmeadows – Khandallah - Wellington – Evans Bay – Maupuia</u> (current 24, 43, 44, 46) Proposed new through-route linking Broadmeadows, Khandallah and Maupuia via Wellington City. Combines existing Maupuia bus route with new route serving Broadmeadows and Khandallah. Route provides new weekend and evening services to Broadmeadows and Maupuia areas. <i>Revised bus route proposal for Broadmeadows and Khandallah adopted by Council on 25 February 2015 following further community consultation during late 2014.</i>	Local	10-30	60	10-30	60	6:30 am – 11:30 pm	60	60	60	60	
Unit 5: Central											
O <u>Wilton - Wellington – Roseneath – Hataitai</u> (current 5, 14) Bus route modified to terminate at Hataitai. Minor changes to bus times. Sunday evening bus frequency reduces to hourly.	Local	10-15	30	10-15	30	6:30 am – 11:30 pm	30	30	30	60	
Unit 6: Taranaki											

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
F Lyall Bay/Rongotai – Kilbirnie – Newtown – Wellington (current 3 10, 11 & 14) Proposed high frequency bus route linking Wellington Station to Massey University, John Street (Te Whaea National Dance and Drama Centre) , (Te Whaea) , Wellington Hospital, Newtown and Kilbirnie, with branches to Lyall Bay and the airport retail area	Core	5-10 trunk	10 trunk	5-10 trunk	30 Trunk 60 branches	6:00 am – 12:00 midnight	15 trunk 30 branches	30 trunk 60 branches	15 trunk 30 branches	30 trunk 60 branches	Saturday 6:30 am-12:00 am Sunday 7:00 am-11:30 pm
F1 Lyall Bay – Hataitai - Wellington (current 6) Peak only direct commuter service.	Targeted	20-30	-	20-30	-	7:30 am – 8:30 am 4:00 pm – 6:00 pm	-	-	-	-	-
Unit 7: Brooklyn and Owhiro Bay											
H Newtown - Southgate – Owhiro Bay - Brooklyn (current 4, 22, 23 29) New link route serving Owhiro Bay, Happy Valley and Southgate. Provides access to Brooklyn, Newtown and Island Bay Shops with timed connections for travel to/from Wellington Station. See H1 and H2 for commuter trips to and from Wellington Central at peak times.	Local	15-30	30	15-30	60	6:00 am – 11:00 pm	30	60	60	60	Saturday 7:00 am - 11:00 pm Sunday 8:00 am – 9:00 pm
H1 Owhiro Bay – Brooklyn – Wellington (current 4) Peak time commuter service for Owhiro Bay to/from Wellington Station. See route H for all day service.	Targeted	3 trips	-	3 trips	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
H2 Southgate – Newtown – Wellington (current 22) Peak time commuter service for Southgate to/from Wellington Station. See route H for all day service.	Targeted	3 trips	-	3 trips	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-
I Wellington – Brooklyn - Kingston – Vogeltown – John Street (Te Whaea) (current 7- 8 , 21) Routing unchanged to Kingston with service extension covering Vogeltown tailored to the very narrow road width available. alternate trips proposed to extend to Vogeltown and John Street (Te Whaea) for access to Newtown. Weekday and Saturday daytime to Kingston increases to a bus every 15 minutes. Vogeltown daytime service increases to a bus every 30 minutes with the introduction of weekend and later evening services.	Core	5-10 Kingston	15 Kingston	5-10 Kingston	30 Kingston	6:00 am – 12:00 midnight (reduced hours Vogeltown)	15 Kingston	30 Kingston	30 Kingston	60 Kingston	Saturday 7:00 am – 12:00 am Sunday 7:00 am – 11:00 pm (reduced hours Vogeltown)
J Kowhai Park – Brooklyn (current 8) Routing modified to run more frequently during the day (every 30 minutes up from hourly) and hub at Brooklyn Library for connection to Wellington Station. Later evening and weekend bus trips added. Commuter route J1 proposed to continue to Wellington at peak times.	Local	15	30	15	60	6:30 am – 10:00 pm	30	60	60	60	Saturday 7:00 am – 10:00 pm Sunday 8:00 am – 9:00 pm
J1 Kowhai Park – Brooklyn – Wellington (current 8) Peak time continuation of route J trips to and from Wellington Station. See route J for all day service.	Targeted	15-30	-	15-30	-	7:00 am – 9:00 am 4:00 pm – 6:00 pm	-	-	-	-	-
Unit 8: Newlands and Evans Bay											

Route Description ¹	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
G Johnsonville – Woodridge – Newlands - Wellington – Evans Bay Kilburnie – Maupuia – Miramar (current 24, 52, 56, 57, 58) <u>Bus route unchanged. Proposed new Newlands and Evans Bay through route. Combines existing Newlands and Miramar Heights routes to reduce Golden Mile duplication. Routing unchanged at each end. Potential future growth route to accommodate future growth expected north of Newlands at Lincolnshire Farms and possible new development of the former prison site at Mt Crawford. At peak times service to and from Newlands provided by G1, G2 and G3.</u>	Local	5-10 (G1-G3) Newlands	30 Newlands	5-10 (G1-G3) Newlands	30-60 Newlands	6:30 am – 11:30 pm	30 Newlands	60 Newlands	60 Newlands	60 Newlands	Saturday 6:30 am – 11:30 pm Sunday 8:00 am – 10:30 pm
G1 Johnsonville - Newlands - Courtenay Place <u>Bus routing route and times unchanged</u>	Targeted	15-30	-	15-30	-	7:00 am – 8:30 am 4:30 pm – 6:00 pm	-	-	-	-	-
G2 Woodridge - Newlands - Courtenay Place <u>Bus routing route and times unchanged</u>	Targeted	15-30	-	15-30	-	6:30 am – 9:00 am 4:30 pm – 6:00 pm	-	-	-	-	-
G3 Baylands - Newlands - Courtenay Place <u>Bus routing route and times unchanged</u>	Targeted	15-30	-	15-30	-	6:30 am – 8:30 am 4:30 pm – 6:00 pm	-	-	-	-	-
Airport											

Route Description ⁴	Service Type	Weekday Interval between services (mins)				Weekday Hours of Operation (approximate)	Saturday Interval between services (mins)		Sunday Interval between services (mins)		Weekend Hours of Operation (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	Daytime	Evening	
E Airport Flyer (Wellington Station to Wellington Airport) (current 91) This is part of an exempt route currently provided commercially by NZ Bus who may vary service with 15 days' notice to GWRC. In the event that NZ Bus ceases operating the existing service, a service from Wellington Station to Wellington Airport would be provided under contract to GWRC.	Exempt	10-20	20	10-20	20	5:30 am - 9:30 pm	20	20	20	20	6:00 am – 9:00 pm

Areas outside the Wellington City bus review: ~~current and future~~ scheduled bus service network

Service details listed are indicative and based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions, interval between services and hours of operation.

Route Number	Route Description	Service type	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
			Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
Unit 9: Lower Hutt													
120	Stokes Valley to Lower Hutt	Core	15	15	15	60	6:00 am – 10:30 pm	30	60	6:00 am – 11:30 pm	30	60	8:00 am – 9:30 pm
121	Stokes Valley Heights to Seaview via Lower Hutt	Local	40	60	40	-	6:00 am – 6:30 pm	-	-	-	-	-	-
130	Naenae to Petone via Lower Hutt and Waterloo Station	Core	15	15	15	30-60	6:00 am – 10:00 pm	15	30	6:00 am – 10:00 pm	30	30	7:00 am – 10:00 pm
145	Belmont to Lower Hutt CBD -via Melling Station	Targeted	30	-	20	-	6:00 am – 9:00 am 3:30 pm – 6:30 pm	-	-	-	-	-	-
150	Western Hills (Kelson) to Petone via Lower Hutt	Local	20	30	30	2 trips	6:00 am – 8:30 pm	30	-	7:00 am – 7:30 pm	60	-	8:00 am – 6:30 pm
154	Korokoro – Petone – Alicetown – Lower Hutt	Targeted	60	4 trips	60	-	8:30 am – 6:00 pm	-	-	-	-	-	-
Unit 10: Upper Hutt													
110	Upper Hutt to Petone ²	Core	15	15	15	30-60	5:30 am – 10:00 pm	15	30/60	5:30 am – 11:00 pm	30	30	6:30 am – 8:00 pm

² Some trips extend to Emerald Hill. See timetables for details.

Route Number	Route Description	Service type	Weekday				Weekday Interval between services (mins)	Weekday Hours of service (approximate)	Saturday		Saturday Hours of service (approximate)	Sunday		Sunday Hours of service (approximate)
			Morning Peak	Daytime	Afternoon Peak	Evening			Saturday Interval between services (mins)			Sunday Interval between services (mins)		
									Daytime	Evening		Daytime	Evening	
111	Totara Park to Upper Hutt Station	Local	20	60	20	-	6:30 am – 7:00 pm	60	-	6:30 am – 7:00 pm	-	-	-	
112	Te Marua to Upper Hutt Station	Local	20	60	30	-	6:00 am – 7:00 pm	60	-	7:30 am – 7:00 pm	-	-	-	
114	Trentham Station to Upper Hutt Station via Poets Block	Local	40	60	40	-	6:30 am – 7:00 pm	-	-	-	-	-	-	
115	Pinehaven to Upper Hutt Station	Local	40	60	40	-	6:30 am – 6:00 pm	-	-	-	-	-	-	
Unit 11 Wainuiomata														
160	Wainuiomata North to Hutt Hospital via Lower Hutt	Local	20	30	20	30-60	6:00 am – 11:30 pm	30	30-60	6:30 am – 11:30 pm	60	60	7:30 am – 11:30 pm	
170	Wainuiomata South to Hutt Hospital via Lower Hutt	Local	20	30	20	30-60	6:00 am – 11:30 pm	30	30-60	6:30 am – 11:30 pm	60	60	8:00 am – 11:30 pm	
Unit 12: Eastbourne														
81	Eastbourne to Courtenay Place via Molesworth Street via Petone	Targeted	15	-	15	-	6:00 am – 10:30 am 3:00 pm - 7:00 pm							
83	Eastbourne to Courtenay Place via Thorndon Quay and Queensgate	Local	30	30	30	60	6:00 am – 11:30 pm	60	60	7:00 am – 12:00 am	60	60	7:30 am – 10:00 pm	
84	Eastbourne-Gracefield to Courtenay Place ³	Targeted	20	-	15	-	6:30 am – 8:00 am 3:30 pm - 5:30 pm	-	-	-	-	-	-	
85	Eastbourne to Courtenay Place Express	Targeted	4 trips	-	2 trips	-	7:00 am – 8:00 am 5:30 pm – 6:00 pm	-	-	-	-	-	-	

³ Peak only service from Gracefield Road

Route Number	Route Description	Service type	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
			Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
Unit 13: Porirua													
210	Titahi Bay to Johnsonville via Porirua <i>(Refer to Unit 18 for route 210 service between Porirua and Johnsonville)</i> Simplified route combining the existing hourly routes 240 and 241 into a single more frequent bus route running half hourly during daytime (hourly Sundays), with selected trips continuing to Wellington at peak commute times. This change to the existing route will be made when the new Unit starts to operate	Local	30	30 60	30	60	6:00 am – 9:00 pm	60	-	6:00 am – 9 7:00 pm	60	-	7:00 am – 8 7:00 pm
220	Ascot Park to Titahi Bay via Porirua	Core Ascot Park	10-20	30 15	20	30	5:30 am – 11:00 pm	60 30	30-60	6:00 am – 11:00 pm	60 30	60 30	8:00 am – 8:00 pm
		Local ⁴ Titahi Bay	20	30	20	60	6:00 am – 11:00 pm	60	60	6:00 am – 11:00 pm	60	60	8:00 am – 8:00 pm
226	Sievers Grove to Elsdon via Porirua	Local	30	60	30	60	6:00 am – 8:00 pm	60	60	6:00 am – 7:00 pm	-	-	-
230	Whitby to Porirua Station	Local	30	30	30	30	6:00 am – 8:30 pm	60	60	6:00 am – 10:30 pm	60	60	8:00 am – 8:30 pm

⁴ Part of the route from Ascot Park to Porirua CBD via Porirua Rail Station is a core service
5 30 minute frequency from Ascot Park to Porirua and vice versa on Saturday/Sunday

Route Number	Route Description	Service type	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
			Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
236	Whitby to Paremata Station (via Paremata Station at peak times)	Local	20	60	20	60	6:00 am – 9:00 pm	60	60	7:00 am – 11:30 pm	60	-	8:00 am – 6:30 pm
300	Whenua Tapu Cemetery (1 return trip on last Sunday of the month)	Targeted	-	-	-	-	-	-	-	-	-	-	-
Unit 14: Kapiti													
250	Raumati Beach Shops to Paraparaumu Station	Local	30	60	20	-	6:00 am – 7:00 pm	60	-	7:30 am – 6:00 pm	60	-	7:00 am – 6:00 pm
251	Paekakariki on demand service (operates on Tue, Thurs, Fri only)	Targeted	-	1 return trip	-	-	9:30 am - 12:00 pm	-	-	-	-	-	-
260	Hillcrest to Paraparaumu Station via Raumati Beach and Paraparaumu Shops	Local	60	60	60	60	6:00 am – 9:30 pm	60	60	7:00 am – 9:30 pm	60	-	7:00 am – 6:30 pm
261	Paraparaumu Beach to Paraparaumu Station via Guildford Drive	Local	30	60	20	-	7:00 am – 7:00 pm	60	-	7:00 am – 6:30 pm	60	-	7:00 am – 6:30 pm
262	Paraparaumu Beach to Paraparaumu Station via Mazengarb Road	Local	30	60	60	-	6:00 am – 9:30 pm	60	60	7:00 am – 9:30 pm	60	-	7:00 am – 6:30 pm
263	Otaihanga Shopper on demand service (operates on Tue, Thurs only)	Targeted	-	1 return trip	-	-	10:00 am - 1:30 pm	-	-	-	-	-	-
270	Paraparaumu Station to Paraparaumu East	Targeted	20	60	20	-	7:00 am – 6:30 pm	-	-	-	-	-	-
280	Waikanae Beach to Waikanae Station	Local	30	60	30	60	5:30 am – 9:30 pm	60	60	7:30 am – 9:30 pm	60	-	7:30 am – 6:30 pm
289	Kapiti Commuter	Targeted	1 trip	-	1 trip	-	5:30 am 4:30 pm	-	-	-	-	-	-
290	Otaki to Waikanae Station	Targeted	2 trips	4 trips	3 trips	-	6:30 am – 6:30 pm	4 trips	-	9:00 am – 5:00 pm	4 trips	-	8:30 am – 5:00 pm
Unit 15: Wairarapa													

Route Number	Route Description	Service type	Weekday Interval between services (mins)				Weekday Hours of service (approximate)	Saturday Interval between services (mins)		Saturday Hours of service (approximate)	Sunday Interval between services (mins)		Sunday Hours of service (approximate)
			Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening		Daytime	Evening	
200	Featherston to Masterton <i>(one day time trip starts and ends at Martinborough)</i>	Targeted	6 trips	9 trips	4 trips	-	7:00 am – 6 :30 pm	6 trips	-	8:00 am – 4 :30 pm	-	-	-
201	Masterton West	Targeted	-	3 trips	-	-	9:30 am – 1:30 pm	-	-	-	-	-	-
202	Masterton South	Targeted	-	3 trips	-	-	9:00 am – 1:30 pm	-	-	-	-	-	-
203	Lansdowne Circuit including Masterton	Targeted	-	3 trips	-	-	10:00 am – 2:30 pm	-	-	-	-	-	-
204	Greytown to Woodside Station	Targeted	3 trips	4 trips	1 trip	2 trips	6:00 am – 7:30 pm	4 trips	1 trip	8:00 am – 8:00 pm	-	-	-
205	Martinborough to Featherston Station	Targeted	3 trips	2 trips	1 trip	2 trips	6:00 am – 9 :30 am 4:00 pm – 7:30 pm	2 trips	-	5:00 pm – 8:00 pm	-	-	-
206	Masterton East	Targeted	-	3 trips	-	-	10:30 am – 3:00 pm	-	-	-	-	-	-
Unit 18 - Tawa													
210	Porirua to Johnsonville <i>(Current service till new Unit contract comes into operation. See Unit 13 for route 210 between Porirua and Titahi Bay.)</i>	Local	30	60	30	60	6:30 am – 9:00 pm	30	60	6:30 am – 9:00 pm	60	60	7:30 am – 8:00 pm
211	Porirua to Johnsonville and Wellington <i>(Current service till new Unit contract comes into operation.)</i>	Targeted	4 trips	60	2 trips	-	7:00 am – 5:00 pm	-	-	-	-	-	-
I	Porirua to Johnsonville <i>(Planned future service to replace 210 and 211 between Porirua and Johnsonville when new Unit contract comes into operation. Includes 5 am peak trips to Wellington city and 5 pm peak trips from Wellington city.)</i>	Local	20 (5 trips to city)	30	20 (5 trips from city)	60	6:30 am – 9:30 pm	30	60	6:30 am – 9:00 pm	60	60	7:30 am – 8:00 pm

Current and future ~~a~~After-midnight bus services

Service details listed are indicative and based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions and the number of trips operated.

Route Number	Route Description (routing and number of trips unchanged)	Number of trips		Unit
		Saturday	Sunday	
Wellington City				
N1	Wellington CBD to Island Bay/Lyall Bay	3 trips	3 trips	North South Spine (Unit 1)
N2	Wellington CBD to Seatoun via Hataitai	3 trips	3 trips	East West Spine (Unit 2)
N3	Wellington CBD to Karori/Northland	3 trips	3 trips	University (Unit 3)
N4	Wellington CBD to Wadestown/Khandallah	3 trips	3 trips	Khandallah and Aro Valley (Unit 4)
N5	Wellington CBD to Newlands/Johnsonville	3 trips	3 trips	North South Spine (Unit 1)
Porirua				
N6	Courtenay Place Porirua Station to Titahi Bay/Whitby	1 trip	1 trip	Porirua Unit
N6	Courtenay Place to Tawa/Plimmerton	3 trips	3 trips	Porirua Unit
Hutt Valley				
N8	Lower Hutt to Wellington CBD	2 trips	2 trips	Eastbourne Unit
N88	Wellington CBD to Eastbourne	3 trips	3 trips	Eastbourne Unit
N22	Wellington CBD to Upper Hutt	3 trips	3 trips	Upper Hutt Unit
N66	Wellington CBD to Wainuiomata	3 trips	3 trips	Wainuiomata Unit

Current and future ~~S~~School bus services

Service details listed are based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions and the number of trips operated.

School services may be reviewed frequently as the number of pupils using particular services changes annually as school populations change.

Route Number	Route Description	Number of trips	
		Morning	Afternoon
Unit 1: North – South Spine			
626	Johnsonville - Newlands College/Intermediate School via Churton Park North	1 trip	-
627	Johnsonville West - Newlands College/Intermediate School	1 trip	-
628	Churton Park South - Newlands College/Intermediate School via Paparangi	1 trip	-
629	Newlands College/Intermediate - Johnsonville West	-	1 trip
631	Newlands College/Intermediate - Johnsonville Hub via Grenada Village - Paparangi	-	1 trip
632	Newlands College/Intermediate - Churton Park	-	1 trip
633	Newlands College/Intermediate - Churton Park North via Paparangi	-	1 trip
640	Johnsonville - Otari School, Wadestown School	1 trip	-
641	Cardinal McKeefry & Otari Schools - Johnsonville	-	1 trip
642	Otari & Cardinal McKeefry Schools - Karori	-	1 trip
645	Raroa - West Park & St. Brigid's Schools	1 trip	-
646	Johnsonville Schools - Raroa & Churton Park	-	1 trip
654	St. Mark's & South Wellington Intermediate - Happy Valley	-	1 trip
658	Newtown - Houghton Valley School	1 trip	-
659	Houghton Valley School - Courtenay Place	-	1 trip
673	Churton Park - Marsden, St. Teresa's & Cardinal McKeefry	1 trip	-
675	Marsden School - Churton Park	-	1 trip
677	Island Bay - Marsden School	1 trip	1 trip
680	Churton Park - Raroa Intermediate	1 trip	1 trip
681	Churton Park - Onslow College/Raroa Intermediate	2 trips	-
682	Raroa Intermediate - Churton Park	-	1 trip
683	Karori & Wilton - Onslow College	1 trip	-
685	Karori & Wilton - Cardinal McKeefry & Onslow College	1 trip	-
689	Onslow College & Ngaio School - Wrights Hill	-	1 trip
690	Onslow College, Otari and Cardinal McKeefry Schools - Wilton & Karori	-	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
725	Houghton Bay - Basin Schools Reserve via Island Bay – Berhampore – Wellington East Girls' College	1 trip	-
726	Island Bay - Wellington High School	1 trip	-
727	Island Bay – Wellington High , Basin & Wellington College , Wellington East Girls' College & St Mark's	1 trip	-
728	Wellington College - Happy Valley	-	1 trip
729	Wellington High School - Happy Valley	-	1 trip
730	Wellington East Girls' - Island Bay	-	1 trip
731	Wellington East Girls' - Happy Valley	-	1 trip
772	Happy Valley - St. Patrick's College	1 trip	-
774	Happy Valley - South Wellington Intermediate, St. Patrick's & Rongotai College	1 trip	-
775	St. Patrick's - Island Bay	-	1 trip
776	Rongotai College - Island Bay	-	1 trip
Unit 2: East – West Spine			
611	Karori Wrights Hill Mall – St Mary's , Wellington Girls', Queen Margaret College	1 trip	-
612	Karori Park - St. Mary's, Wellington Girls', Queen Margaret College	1 trip	-
613	Karori Mall - Wellington Girls', St. Mary's College	1 trip	-
614	Wellington Girls' & St. Mary's – Karori Wrights Hill	-	1 trip
615	Wellington Girls' - Karori	-	1 trip
616	Wellington Girls' & St. Mary's - Karori	-	1 trip
617	Queen Margaret - Karori	-	1 trip
621	Miramar - Thorndon Schools	1 trip	-
622	Thorndon Schools - Miramar	-	1 trip
623	Thorndon Schools - Moa Point	-	1 trip
642	Otari & Cardinal McKeefry Schools - Karori	-	1 trip
649	Strathmore Park - St. Anthony's & Seatoun Schools	1 trip	-
650	Seatoun & St. Anthony's Schools – Strathmore Park	-	1 trip
651	Seatoun & St. Anthony's Schools - Moa Point	-	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
661	Evans Bay Intermediate, Holy Cross & Miramar Nth Schools - Miramar	-	1 trip
665	Marsden School - Moa Point	-	1 trip
667	Karori West – St. Teresa's, Karori West School	1 trip	-
668	St. Teresa's & Karori West Schools - Karori West	-	1 trip
670	Kilbirnie – Marsden School	1 trip	-
671	Marsden School - Wellington Station	-	1 trip
678	Moa Point - Thorndon & Marsden Schools	1 trip	-
683	Karori & Wilton – Onslow College	1 trip	-
685	Karori & Wilton – Cardinal McKeefry & Onslow College	1 trip	-
689	Onslow College & Ngaio School - Wrights Hill	-	1 trip
690	Onslow College - Karori	-	1 trip
711	Moa Point - Basin Reserve via Breaker Bay - Seatoun - Hataitai - Wellington East Girls' College	1 trip	-
712	Miramar - Basin Reserve	1 trip	-
713	Miramar - Basin Reserve via Seatoun - Kilbirnie	1 trip	-
714	Strathmore Park – Rongotai, St Patrick's, Evans Bay & Wellington East Girls'	1 trip	-
716	St. Mark's School - Seatoun	-	1 trip
717	Wellington College - Seatoun	-	1 trip
718	Wellington High - Seatoun	-	1 trip
719	Wellington High - Miramar	-	1 trip
720	Wellington East Girls' - Seatoun	-	1 trip
722	Wellington East Girls' – Strathmore Park	-	1 trip
723	Wellington East Girls' - Miramar	-	1 trip
724	Wellington East Girls' - Seatoun	-	1 trip
736	Karori Mall - Basin Reserve via Wrights Hill - Kelburn	2 trips	-
737	Karori Park - Basin Reserve via Kelburn	1 trip	-
740	Wellington College - Karori	-	2 trips
742	Basin Reserve - Miramar Heights	-	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
758	Evans Bay Intermediate - Miramar	-	1 trip
759	Evans Bay Intermediate - Seatoun	-	1 trip
760	Evans Bay Intermediate – Strathmore Park	-	1 trip
761	St. Patrick's College – Strathmore Park	-	1 trip
762	Rongotai College - Seatoun	-	1 trip
764	Karori Park - Wellington College	1 trip	-
765	Karori Park – St. Patricks & Rongotai College	1 trip	-
780	Strathmore Park – Kahurangi School	1 trip	-
781	Kahurangi School – Strathmore Park	-	1 trip
791	Karori - Scots College	1 trip	-
792	Scots College - Karori	-	1 trip
793	Scots College - Karori	-	1 trip
Unit 3: University			
618	Mairangi - Queen Margaret, Wellington Girls', St. Mary's College	1 trip	-
619	St. Mary's & Queen Margaret - Northland	-	1 trip
684	Kelburn - Onslow College	1 trip	-
689	Onslow College & Ngaio School – Wrights Hill	-	1 trip
690	Onslow College – Karori	-	1 trip
692	Onslow College & Raroa School - Kelburn	--	1 trip
738	St. Mark's & St. Mary's College - Karori	-	1 trip
739	Wellington College - Wrights Hill	-	1 trip
740	Wellington College – Karori	-	2 trips
741	Karori - Basin Reserve	1 trip	-
744	Wellington College - Northland	-	1 trip
767	St. Patrick's College - Karori	-	1 trip
768	Mairangi - Rongotai & St. Patrick's College's	1 trip	-

Route Number	Route Description	Number of trips	
		Morning	Afternoon
769	St. Patrick's & Wellington College - Wilton	-	1 trip
790	Wrights Hill - St. Patrick's, Rongotai & Scots College	1 trip	-
792	Scots College - Karori	-	1 trip
793	Scots College - Karori	-	1 trip
Unit 4: Khandallah and Aro Valley			
638	Khandallah Schools - Broadmeadows	-	1 trip
674	Khandallah - Marsden School via Ngaio - Wilton	1 trip	-
676	Marsden School - Khandallah	-	1 trip
746	Khandallah - Wellington College, St. Mark's School, St. Patrick's College	1 trip	-
747	St. Mark's School - Khandallah	-	1 trip
Unit 5: Central			
670	Kilbirnie, Roseneath & Wilton - Marsden School	1 trip	-
671	Marsden School - Wellington Station	-	1 trip
672	Marsden School - Courtenay Place	-	1 trip
700	Wellington Station (Vic Law School) - Basin Reserve	2 trips	-
704	Wellington College - Wellington Station	2 trips	-
707	Wellington Station - Wellington East Girls'	1 trip	1 trip
743	Wilton - Basin Reserve	1 trip	-
745	Wellington College - Wilton	-	1 trip
750	Wellington Station (Vic Law School) - St. Patrick's College	1 trip	-
751	Wellington Station (Vic Law School) - Kilbirnie Schools	1 trip	-
752	Wellington Station (Vic Law School) - St. Patrick's & Evans Bay Schools	1 trip	-
753	St. Patrick's College - Wellington Station via Hataitai	-	3 trips
754	Rongotai College - Wellington Station	-	1 trip
755	Rongotai College - Wellington Station	-	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
782	Wellington Station (Vic Law School) - Scots College via Roseneath	1 trip	-
783	Wellington Station (Vic Law School) - Scots College	1 trip	-
784	Wellington Station (Vic Law School) - Scots College via Queens Wharf	1 trip	-
785	Scots College - Wellington Station via Hataitai	-	1 trip
786	Scots College - Wellington Station (non-stop)	-	1 trip
787	Scots College - Wellington Station via Hataitai	-	1 trip
788	Scots College - Wellington Station via Roseneath	-	1 trip
794	Wellington Station (VUW Law School) - Scots College	1 trip	-
Unit 6: Taranaki			
715	Lyall Bay - Basin Reserve via Kilbirnie - Hataitai - Wellington East Girls' College	1 trip	-
721	Wellington East Girls' - Lyall Bay	-	1 trip
Unit 7: Brooklyn and Owhiro Bay			
624	St Mary's, Wellington Girls' & Queen Margaret - Brooklyn & Kingston	-	1 trip
654	St. Mark's & South Wellington Intermediate - Happy Valley	-	1 trip
728	Wellington College - Happy Valley	-	1 trip
729	Wellington High School - Happy Valley	-	1 trip
731	Wellington East Girls' - Happy Valley	-	1 trip
734	Brooklyn - Basin & Wellington East Girls'	1 trip	-
735	Wellington East Girls' - Brooklyn	-	1 trip
770	Kowhai Park - Basin, St. Patrick's & Rongotai College	1 trip	-
771	Rongotai, St. Patrick's, Basin and Wellington High - Kowhai Park	-	1 trip
772	Happy Valley - St. Patrick's College	1 trip	-
774	Happy Valley - South Wellington Intermediate, St. Patrick's & Rongotai College	1 trip	-
Unit 8: Newlands and Evans Bay			

Route Number	Route Description	Number of trips	
		Morning	Afternoon
629	Newlands College/Intermediate – Johnsonville West	-	1 trip
630	Newlands College/Intermediate - Courtenay Place via Johnsonville	-	1 trip
634	Newlands College/Intermediate – Johnsonville Hub via Grenada Village – Paparangi	-	1 trip
632	Newlands College/Intermediate – Churton Park	-	1 trip
633	Newlands College/Intermediate – Churton Park North via Paparangi	-	1 trip
714	Strathmore Park – Wellington East Girls' College via Miramar – Kilbirnie – Hataitai	1 trip	-
780	Broadway – Kahurangi School	1 trip	-
781	Kahurangi School – Broadway	-	1 trip
Unit 9: Lower Hutt			
822	Queensgate - Taita College	-	1 trip
823	Hutt Intermediate - Stokes Valley	-	1 trip
825	Stokes Valley - Avalon Intermediate	1 trip	1 trip
826	Stokes Valley - Avalon Intermediate	1 trip	1 trip
827	Taita College - Stokes Valley	1 trip	1 trip
828	Taita College - Stokes Valley	1 trip	1 trip
840	Kelson - Naenae College/Intermediate	1 trip	-
842	Kelson - Eastern Hutt School	1 trip	-
843	Sts Peter & Paul School - Kelson	-	1 trip
846	Hutt Valley High School - Kelson	-	1 trip
848	Boulcott School - Harbour View	-	1 trip
849	Hutt Schools – Harbourview	1 trip	1 trip
851	Hutt Intermediate - Petone Station	-	1 trip
852	Hutt Schools – Maungaraki	1 2 trips	2 trips
853	Maungaraki - Sts Peter & Paul School	2 trips	2 trips
854	Petone Station - Sts Peter & Paul School	1 trip	1 trip
951	Boulcott – HIBS	1 trip	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
953	Stokes Valley - Fergusson Intermediate	2 4 trip	2 trips
955	Stokes Valley - Upper Hutt College	1 trip	1 trip
Unit 10: Upper Hutt			
901	Brown Owl - St. Patrick's College	1 trip	1 trip
904	Upper Hutt Station - Chilton St. James	1 trip	1 trip
905	Gillespies Road - Maidstone Intermediate	1 trip	1 trip
906	Clouston Park - Plateau School	1 trip	1 trip
907	Gillespies Rd - Heretaunga College	2 4 trip	1 trip
911	Upper Hutt - St. Oran's College	1 trip	1 trip
914	Pinehaven - Maidstone Intermediate	1 trip	1 trip
915	Pinehaven - Fergusson Intermediate	1 trip	1 trip
916	Pinehaven - Upper Hutt College	1 trip	1 trip
919	Silverstream - Sacred Heart College	1 trip	1 trip
923	Maidstone Intermediate - Timberlea	-	1 trip
924	Upper Hutt College - Sacred Heart College	1 trip	1 trip
926	Upper Hutt & Heretaunga Colleges - Totara Park	1 trip	1 trip
927	The Plateau - Heretaunga College	1 trip	-
929	The Plateau - Maidstone Intermediate	1 trip	1 trip
930	The Plateau - Upper Hutt College	1 trip	2 trips
931	Upper Hutt - Sacred Heart College	1 trip	1 trip
935	Totara Park - Maidstone Intermediate	1 trip	1 trip
990	Silverstream Shops - Upper Hutt College	1 trip	1 trip
991	Heretaunga College - Te Marua	1 trip	1 trip
Unit 11: Wainuiomata			
860	Hutt Valley High School - Wainuiomata North	-	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
866	Wainuiomata South - Sacred Heart College	1 trip	1 trip
867	St. Bernard's College - Wainuiomata South	1 trip	1 trip
868	St. Bernard's College - Wainuiomata North	-	1 trip
870	St. Patrick's School – Wainuiomata	-	1 trip
874	Wainuiomata Intermediate – Arakura	-	1 trip
875	Wainuiomata South - Wainuiomata Schools	1 trip	1 trip
876	Wainuiomata South - Wainuiomata High School	1 trip	1 trip
Unit 12: Eastbourne			
886	Muritai and San Antonio Schools - Point Howard Hutt Valley High School	-	1 trip
887	Eastbourne - Hutt Valley High School	<u>12</u> trips	1 trip
888	St. Oran's Hutt Central Schools – Eastbourne	1 trip	1 trip
Unit 13: Porirua			
400	Whitby (The Crows Nest) – Tawa Intermediate/College	-	1 trip
401	Whitby (Navigation Drive) – Tawa Intermediate/College	-	1 trip
402	Grenada North – Tawa Schools	1 trip	1 trip
403	Porirua Station – Tawa Intermediate/College	1 trip	1 trip
405	Tawa College/Intermediate – Titahi Bay (Gloaming Hill)	-	1 trip
417	Holy Family School – Ascot Park	-	1 trip
421	Bishop Viard College - Ascot Park	-	1 trip
426	Porirua Station - Aotea College (one trip starts at Waitangirua Mall)	<u>12</u> trips	-
429	Aotea College - Ascot Park	-	1 trip
440	Cannons Creek - Aotea College	1 trip	1 trip
441	Whitby - Aotea College	1 trip	1 trip
442	Aotea College - Whitby (The Crows Nest)	-	1 trip
444	Plimmerton - Aotea College	1 trip	1 trip

Route Number	Route Description	Number of trips	
		Morning	Afternoon
445	Aotea College – Porirua	-	1 trip
453	Pauatahanui School – Whitby	-	1 trip
455	Paremata School - Whitby (Pauatahanui School)	-	1 trip
457	Whitby (Navigation Drive) - Discovery School	1 trip	-
460	Mana - Plimmerton School	1 trip	-
462	Plimmerton School – Papakowhai	-	1 trip
465	Whitby - St. Theresa's School	1 trip	-
Unit 14: Kapiti			
500	Waikanae School – Waikanae	-	1 trip
501	Waikanae South - St. Patrick's School	1 trip	1 trip
505	Waikanae North - St. Patrick's School	1 trip	-
507	Paraparaumu College - Waikanae Village (Ngaio Rd)	-	1 trip
508	Waikanae Village (Kapanui School) - Paraparaumu College	1 trip	1 trip
510	Waikanae Beach - Paraparaumu College	1 trip	1 trip
512	Waikanae Beach - Kapiti College	1 trip	1 trip
530	Kapiti College - Paraparaumu Station	-	2 trips
536	Paraparaumu Station - Kapiti College	2 trips	-
Unit 15: Wairarapa			
309	Makoura College - Carterton	-	1 trip
313	Wairarapa College - Featherston	-	1 trip
315	Masterton Intermediate - Greytown	-	1 trip
Unit 18: Tawa			
402	Grenada North - Tawa Schools	1 trip	1 trip

Unit 16: Current Rail Services

Service details listed are indicative and based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions, interval between services and hours of operation.

Line	Number of trains per hour between these stations ...	Weekday				Weekend		Span of service (approximate)
		Morning Peak	Daytime	Afternoon Peak	Evening	Daytime	Evening	
HVL	Upper Hutt and Wellington	3	2	3	2/1	2	2/1	Mon – Thurs 18 hours Fri – Sat 21 hours Sun 17 hours
HVL	Taita and Wellington	4	2	6	2/1	2	2/1	
JVL	Johnsonville and Wellington	3/4	2	3/4	2/1	2	1	Mon – Thurs 17 hours Fri – Sat 19 hours Sun 17 hours
KPL	Waikanae and Wellington	3	2	3	2/1	2	2/1	Mon – Thurs 18 hours Fri – Sat 21 hours Sun 17 hours
KPL	Plimmerton and Wellington	4/5	2	3	2/1	2	2/1	
KPL	Porirua and Wellington	5/8	2	6	2/1	2	2/1	
MEL	Melling and Wellington	3	1	3	n/a	n/a	n/a	Mon-Fri 12 hours
WRL	Masterton and Wellington	3 peak trips	2 off-peak trips	3 peak trips	1 Fri only	2 trips	n/a	Mon- Thurs 10 hours Fri 14 hours Sat – Sun 9 hours

Notes:

- The number of trains per hour between stations includes all services that stop at that station, not just services that commence at that station.
- The current service pattern has variable intervals between trains, and therefore the number of trains per hour varies and this table is indicative. The exact number of trains per hour and span of service is available by viewing service timetables. Services are more frequent at some points if there is sufficient demand.
- Wairarapa Line trains are not included in the count of trains per hour on the Hutt Valley Line.
- The hours of service indicate the approximate hours between start times of the first and last trips.

Unit 16: Future Rail Services

Service details listed are indicative and based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions, interval between services and hours of operation.

Line	Number of trains per hour between these stations ...	Weekday				Weekend		Span of service (approximate)
		Morning Peak Hour	Daytime	Afternoon Peak Hour	Evening	Daytime	Evening	
HVL	Upper Hutt and Wellington	4	2	4	2/1	2	1	Mon – Thurs 18 hours Fri – Sat 21 hours Sun 17 hours
HVL	Taita and Wellington	9	2	9	2/1	2	1	
JVL	Johnsonville and Wellington	4	2	4	2/1	2	1	Mon – Thurs 17 hours Fri – Sat 19 hours Sun 17 hours
KPL	Waikanae and Wellington	3	2	3	2/1	2	1	Mon – Thurs 18 hours Fri – Sat 21 hours Sun 17 hours
KPL	Plimmerton and Wellington	7	2	7	2/1	2	1	
KPL	Porirua and Wellington	8	2	8	2/1	2	1	
MEL	Melling and Wellington	3	1	3	n/a	n/a	n/a	Mon-Fri 12 hours
WRL	Masterton and Wellington	3 peak trips	2 off-peak trips	3 peak trips	1 Fri only	2 trips	n/a	Mon- Thurs 10 hours Fri 14 hours Sat – Sun 9 hours

Notes:

- Morning and evening peak hour frequency applies to the busiest hour during the morning and evening peak respectively.
- Number of trains per hour between stations includes all services that stop at that station, not just services that start at that station.
- Wairarapa Line trains are not included in the count of trains per hour on the Hutt Valley Line.
- Future frequency for day time and evening services subject to review.
- The hours of service indicate the approximate hours between start times of the first and last trips.

Unit 17: Harbour Ferry Services

Service details listed are indicative and based on the services operating at the time of preparation of this schedule. Services are subject to ongoing service reviews (Policy 6b) which may result in variations to route descriptions, interval between services and hours of operation.

Route Description	Weekday				Weekday hours of service (approximate)	Weekend		Weekend hours of service (approximate)
	Interval between services (mins), or number of trips					Interval between services (mins)		
	Morning Peak	Daytime	Afternoon Peak	Evening		Daytime	Evening	
Queens Wharf to Days Bay Wharf	25	5 trips	30	1 trip	6:30 am – 7:00 pm	120	-	10:00 am – 5:00 pm
Days Wharf to Queens Wharf	25	5 trips	30	1 trip	7:00 am – 7:30 pm	120	-	10:30 am – 5:30 pm

Notes:

- Some daytime trips via Matiu Somes Island
- Some services travel via Seatoun Wharf – see timetable for further details
- The hours of service are rounded to the nearest half hour and indicate the approximate times when the first and last trips start.

Total Mobility Services

The following taxi and shuttle operators provide Total Mobility services for people with disabilities.

Company Name	Area where service is available
Airport & City Shuttles	Limited Wellington City
Driving Miss Daisy	Kapiti Coast
Driving Miss Daisy	Lower Hutt
Driving Miss Daisy	Wellington City - Porirua
Driving Miss Daisy	Wairarapa
Driving Miss Daisy	Upper Hutt
Hutt & City Taxis Ltd	Lower Hutt & Upper Hutt
Kiwi Cabs Ltd	Wellington City
Masterton Radio Taxis Ltd	Wairarapa
Paraparaumu Taxis Ltd	Kapiti Coast
Porirua Taxis Marketing Ltd	Porirua
Rideshop Ltd (Masterton)	Wairarapa
Wellington Combined Taxis Ltd	Wellington City & Porirua

This list is kept up to date at on the GWRC website, www.gw.govt.nz/total-mobility-providers

Appendix 2: Exempt services

These services are existing commercial services that will in future be exempt from the need to operate under contract to Greater Wellington Regional Council. This means that if an operator decides at some point in the future to cease operating a service, we would not expect to fund a replacement service, or would only expect to provide a modified service.

This list is not intended to be a complete list of existing commercial services that do not form part of the Metlink network outlined in this Wellington Regional Public Transport Plan.

Urban Buses

Route Number	Route Description
80	Wainuiomata commuter to Wellington CBD via Petone
90	Stokes Valley to Wellington CBD Commuter
91	Airport Flyer (Lower Hutt to Wellington Airport) – defined as exempt by the LTMA
92	Te Marua to Wellington
93	Timberlea to Wellington
97	Polytech Link (Porirua to Weltec Petone)
211	Porirua – Courtenay Place
289	Kapiti Commuter (Waikanae to Courtenay Place)

School bus services

Route Number	Route Description
353	Martinborough and Ponatahi - Masterton Schools Ponatahi – Chanel College
400	Whitby (The Crows Nest) – Porirua Station / Tawa Intermediate School/ and College (morning trip)
401	Whitby (Navigation Drive) - Tawa Intermediate School/ and College (morning trip)

403	Porirua Station to/from Tawa College
405	Gloaming Hill to/from Tawa College
466	Basin Reserve schools - Wellington Station - Churton Park
467	St Patricks College to Porirua
954	Stokes Valley - Heretaunga College - & Maidstone Intermediate School
970	Papakowhai & Whitby - St Orans & Chilton St James
971	Porirua, Papakowhai & Whitby - St Patrick's Silverstream & HIBS Porirua - HIBS
973	Paremata & Plimmerton - HIBS (via St Patrick's Silverstream) & HIBS

Other Services

Mode	Service	Notes
Rail	Capital Connection	Inter-regional service, defined as exempt by the LTMA
Ferry	Harbour Explorer Excursion	Primarily tourist excursion trip
Funicular	Wellington Cable Car	

Appendix 3: Allocation of services to units

Unit design

The Public Transport Operating Model (PTOM) seeks to grow patronage while reducing a reliance on public subsidies by meeting the dual objective of growing the commerciality of public transport services and growing a confidence that services are priced efficiently and the market is competitive.

One of the major components of the proposed operational framework is the allocation of services to operational units. Each unit is made up of a service route or group of service routes operating to a timetable that applies to the entire route or group of routes specified for that unit. All routes described in Appendix 1 of the PT Plan are grouped into units, with an understanding that the geographical size and allocation of one or more routes to a given unit must facilitate competition when the unit is tendered. Each unit will be delivered through a separate operating contract.

Process for establishing units

GWRC's goal is to have 'an integrated public transport network', as reflected in the policies and actions at Section 5.1 of the PT Plan.

Principles

The following principles have been taken into consideration in designing the proposed units, drawing on the Transport Agency.

Network and service review. Before identifying units, GWRC identified routes and services that are integral to the region's public transport network. The proposed unit design takes into account GWRC's ability to undertake future service reviews in consultation with operators (ideally, changes to services to meet foreseeable local community needs will be able to be delivered within a unit).

Marketable whole. Units should be 'marketable wholes' – that is, potentially deliverable by operators either as stand-alone operations or as part of a wider suite of services.

Customer market. Units should have readily identifiable customer markets for the services, enabling the operators and GWRC to apply the right commercial behaviours to grow the market. A customer market might generally be thought of as a geographic area or areas, but could also be generated by a particular activity or use – for example, an airport, shopping precinct, hospital or university.

Whole-route operation. Each unit must comprise a service or group of services that operates on the entire length of one or more routes.

Unit attractiveness. Units should be attractive to a tenderer, and should attract competition from a range of operators. Units should be efficient groups of services in terms of management, vehicle utilisation etc.

Opportunities to group units in tenders. Opportunities for operators to tender for units in groups to encourage efficiencies and thus value for money have been taken into account.

Mode specific. Units must be single-mode specific, so a unit cannot include both a bus and a ferry or train route.

School services consideration. School services not provided by the Ministry of Education must be arranged into units. School services operating on a timetabled route are allocated to that unit.

Wider network consideration. This includes taking into account connections between routes and achieving higher frequencies by services overlapping on parts of a trunk route.

The extent to which particular principles have been applied to particular units varies according to the peculiarities of the particular units.

Based on these principles, considered alongside the goals for the network, a draft unit design was prepared.

Consultation process

A consultation document sent to interested operators in December 2013 outlined the proposed approach and principles for the unit design, with a detailed description of the services within each unit and proposed outlines of the routes within units.

Operator feedback was provided by the end of January 2014. In response to feedback raising concerns about cross-town, through-route reliability in Wellington City and as a result of the recent recommendations of the Public Transport Spine Study Hearing Committee, some of the bus routes in Wellington City were changed to make use of the public transport spine to assist in decreasing journey times and increasing reliability. As the bus network changed, the route allocation to units was also changed. Some changes have been made following industry engagement on GWRC's procurement approach.

Unit arrangements

Through the PT Plan, the region's public transport network is divided into [17-18](#) units, comprising [15-16](#) bus units, one rail unit and one harbour ferry unit. Figure 22 provides a map of the region and a high-level view of the unit locations.

Some adjustments to the units may occur as a result of specific discussions with incumbent operators to agree which unit contracts will be directly allocated to them as part of the transition to PTOM. Adjustments to the unit configuration will be made publicly available once finalised and will be reflected in future variations to the PT Plan.

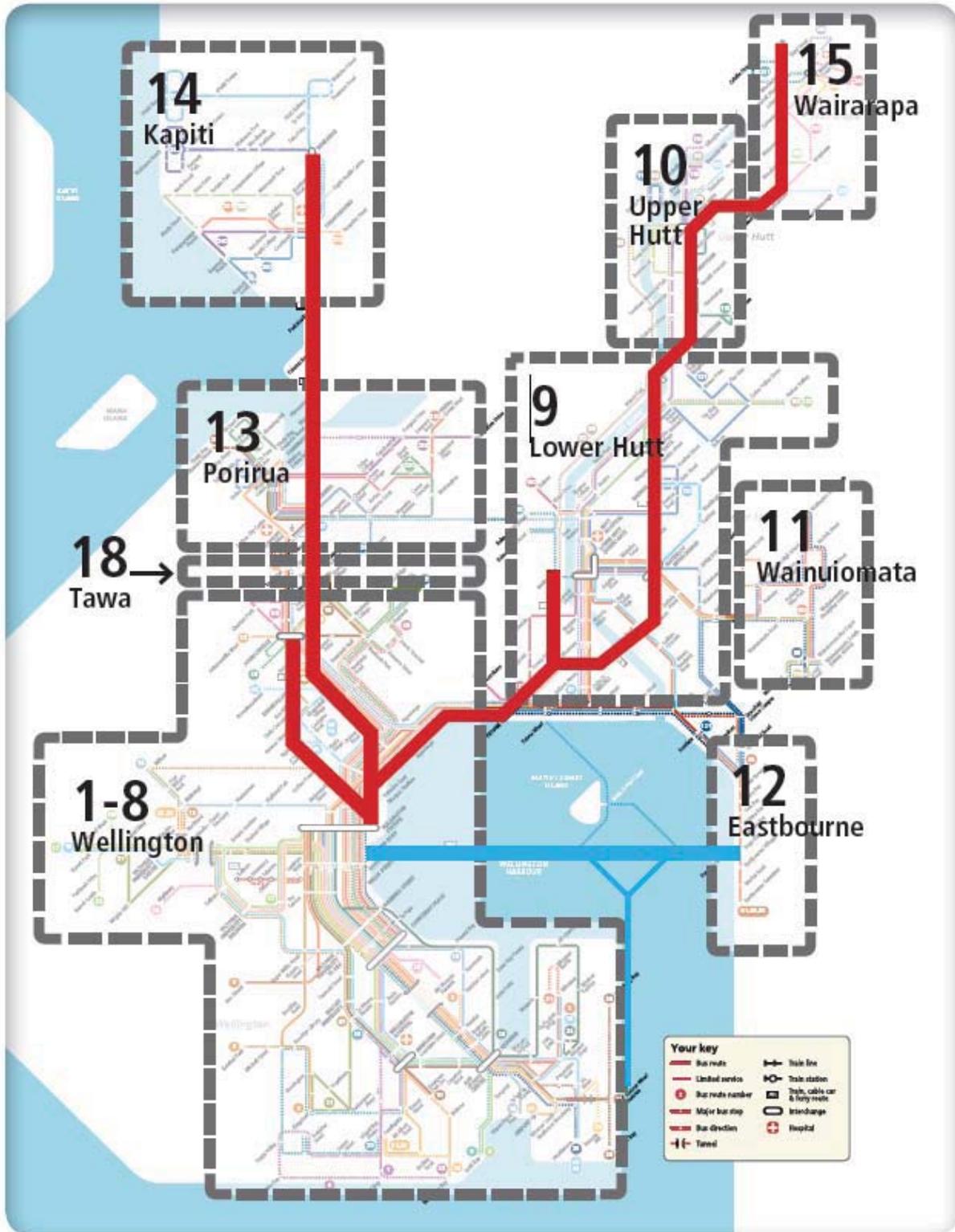


Figure 22 Geographic location of units (*Updated map*)

The 45-16 bus units are grouped into five geographically distinct areas:

The Hutt Valley bus units cover Hutt City and Upper Hutt City and include four distinct units of varying sizes, composed of three high-frequency core routes, six medium-frequency local routes, four low-frequency local connectors, four peak-only services, four night services and [54-50](#) school services.

The Porirua and Tawa bus units covers an area stretching from Pukerua Bay in the north to Tawa in the south and from Whitby in the east to Titahi Bay in the west. These units are composed of one high-frequency core route, two medium-frequency local routes, two low-frequency local connectors, once special target route, one night service and [20-15](#) school services.

The Kapiti bus unit covers a catchment that incorporates Otaki, Waikanae, Paraparaumu, Raumati and Paekakariki. The unit consists of four medium-frequency local routes, two low-frequency local and cross-district routes, one targeted shopper service and nine school services.

The Wairarapa bus unit covers a wide area and consist of four low-frequency local town connectors, one low-frequency cross-district route with additional capacity to cater for school children in the morning and evening, and two low-frequency rail connector routes.

Detailed descriptions of the routes, hours of operation and frequency of service for the units are provided in Appendix 1.

Transition and timing

GWRC's approach to the procurement of PTOM unit contracts for buses involves one tender round. It also allows for a transition period of at least 12 months following the award of tendered contracts, to give non-incumbent successful bidders enough time to secure assets and staff.

The indicative dates by which units are expected to start operating are set out in the table below. The timings are based on the bus tender commencing after the rail contract has been awarded, giving the successful rail operator (if it is also a bus operator) the opportunity to compete for bus units as well. It is intended that all bus unit contracts will commence between January and March 2018 inclusive, [or sooner by agreement with operators](#).

GWRC has been working with the Transport Agency and public transport operators on the procurement approach and transition plan, including the allocation of 'like for like' contracts. GWRC will engage further with operators as the procurement process develops.

Table 5: Indicative timing for PTOM unit contracts

Mode	Unit number and name <i>Note – units will be re-numbered consecutively prior to tendering of bus services</i>	Indicative date for PTOM unit contract to start operating
Bus	1 North-South Spine	Q1 (Jan – Mar) 2018 or sooner by agreement with operators Q3 (July – September) 2017
	2 East-West Spine	
	3 University	
	4 Khandallah and Aro Valley	
	5 Central	
	6 Taranaki	
	7 Brooklyn and Owhiro Bay	
	8 Newlands and Evans Bay	
	9 Lower Hutt	Q1 (Jan – Mar) 2018 or sooner by agreement with operators Q2 (April – June) 2017
	10 Upper Hutt	
	11 Wainuiomata	
	12 Eastbourne	
	13 Porirua	Q1 (Jan – Mar) 2018 or sooner by agreement with operators Q3 (July – September) 2017
	14 Kapiti	Q1 (Jan – Mar) 2018 or sooner by agreement with operators Q2 (April – June) 2017
	15 Wairarapa	
	18 Tawa	Q1 (Jan – Mar) 2018 or sooner by agreement with operators
Rail	16 Rail	Q3 (July – September) 2016
Ferry	17 Harbour ferry	Q1 (Jan – Mar) 2018 or sooner by agreement with operator Q3 (July – September) 2016

Any exempt service to be replaced by a unit is to be deregistered by the date on which the relevant unit is to start operating (as indicated above).

Information about the timing and scope of GWRC’s PTOM procurement will be published on GWRC’s website as the procurement strategy is implemented and decisions are made. Operators can also register through the GWRC website to receive notification of updates.

The following PT Plan policies apply to units:

An integrated approach to the public transport network – including the planning and provision of services, infrastructure, and information

- Provide a consistent customer experience across the public transport network
- Improve the safety of the public transport system for customers, workers, and the general public

High-quality, reliable, safe, and customer-focused public transport services using modern vehicles and infrastructure

- Provide realistic, achievable timetables
- Provide reliable, punctual and customer focused services
- Ensure that all vehicles and vessels meet vehicle and vessel quality standards
- Integrate public transport with walking and cycling
- Reduce the production of carbon emissions from the public transport network

A fares and ticketing system that attracts and retains customers

- Implement a fares and ticketing system that supports the integration of the public transport network
- Simplify the existing fare structure

- Review fare levels annually to achieve farebox recovery targets, with a preference for smaller regular adjustments rather than large infrequent ones
- Ensure that all users pay the correct fare

An effective connection with customers

- Use customer feedback to continually improve the public transport network
- Provide a consistent brand for the Wellington public transport network
- Develop uniform Conditions of Carriage
- Provide simple, visible and intuitive information to customers

Providing for the transport disadvantaged: information, facilities and services that are increasingly available to all members of the public

- Provide a public transport network that is accessible and safe
- Work towards improved accessibility and standards of vehicles, infrastructure and facilities

A system of monitoring and review that supports continuous improvement

- Monitor and continuously improve services
- Review services to ensure they meet customer needs
- Collect customer feedback

A procurement approach that supports the efficient delivery of services and provides value for money

- Increase competition in the Wellington public transport market
- Establish units – groups of services that are integral to the public transport network
- Procure contracts for units using the ‘partnering’ delivery model
- Phase procurement to achieve an orderly transition from the existing network and contracts, to the new network, with limited disruption for the travelling public
- Ensure the appropriate allocation of roles, responsibilities, and risk between GWRC and operators within the PTOM contract framework
- Apply a partnering approach to the planning and operation of services

Sustainable funding arrangements that balance user contributions (fares) with public funding

- Improve value for money from existing public transport funding