

Attachment 1 to STC Report 2016.15 - 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.

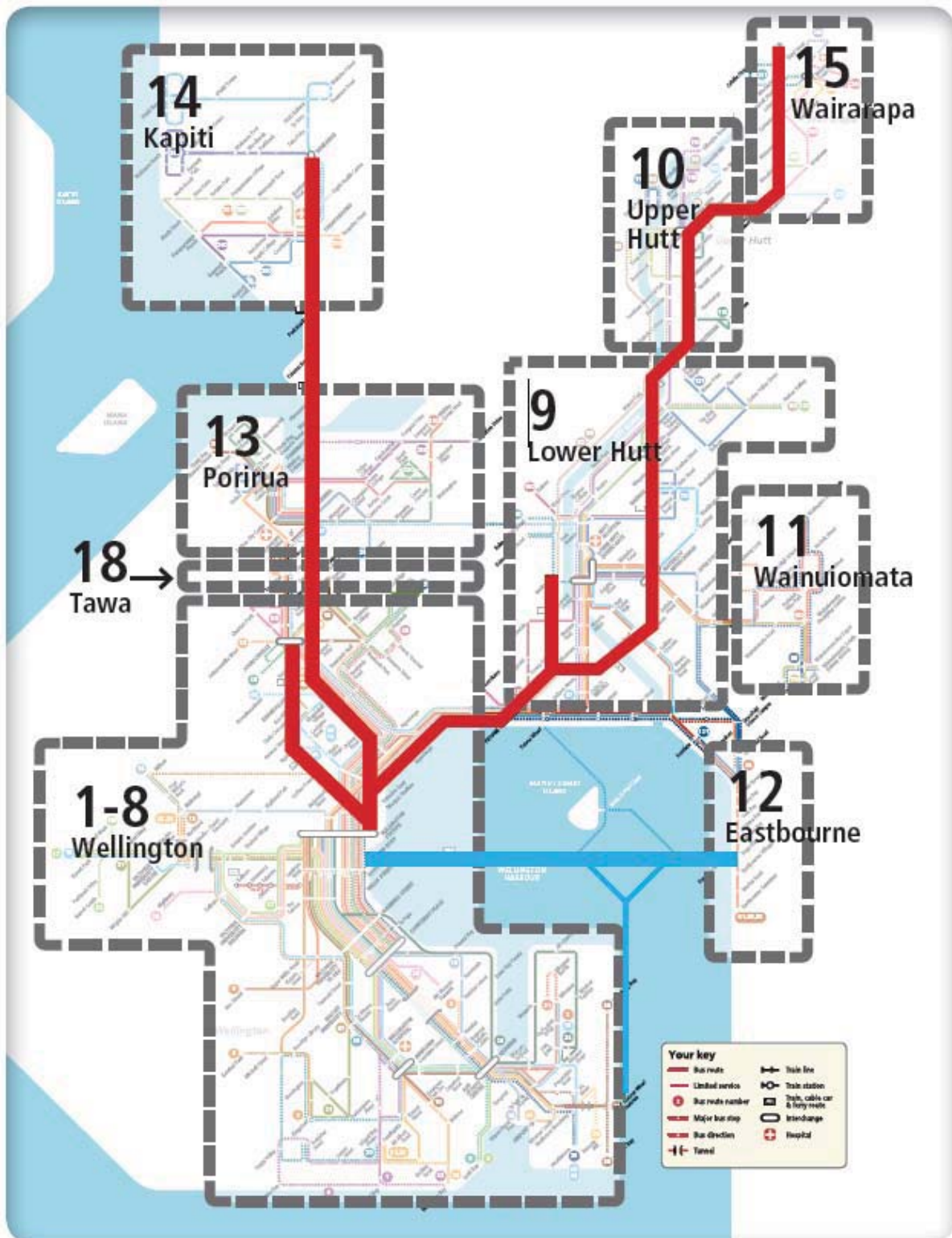


Figure 21 Geographic location of units (Updated map)

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	-	-	-	-	-