

GREATER TRANSPORT. GREATER WELLINGTON.

Overview of Wellington bus network and
interchanges



INIT training

presentation 4/10/16

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Wellington bus network



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Why a new network?

Wellington network is facing pressures

- Network at capacity
- Growing city
- New service demands

However

- Needs to be affordable



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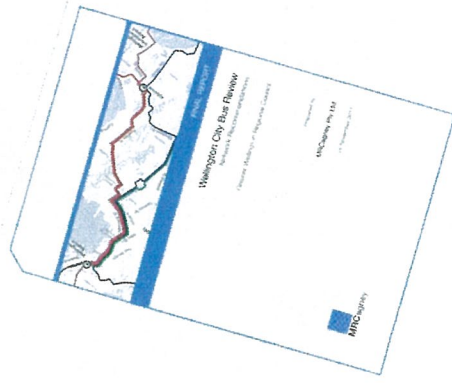
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International Advice

2011 MRCagney review of Wellington bus network

- Found opportunity to address system pressures within **existing resources**.
- Opportunity to use resources more **productively and fairly**



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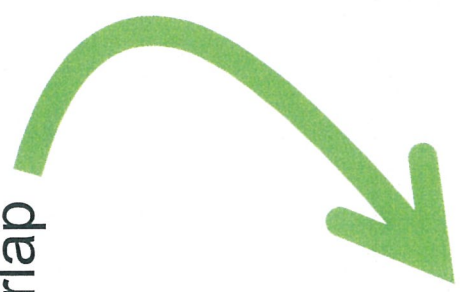
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Recommended approach

- Reduce inefficient route duplication and overlap

Reinvest savings:

- **High frequency** services to areas with high patronage potential
- **More regular services** and expanded weekend and evening services
- **Extend service** to growth areas



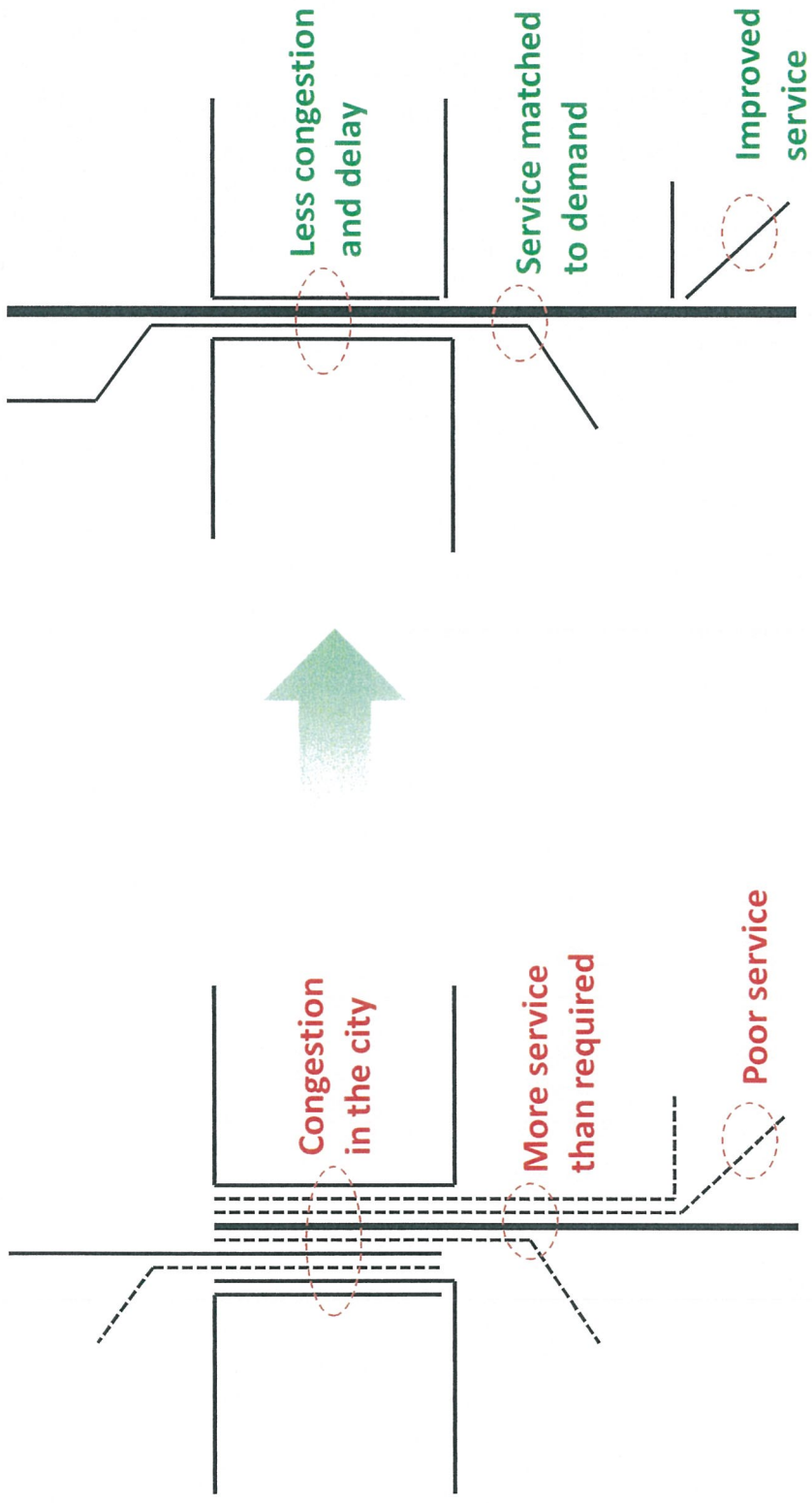
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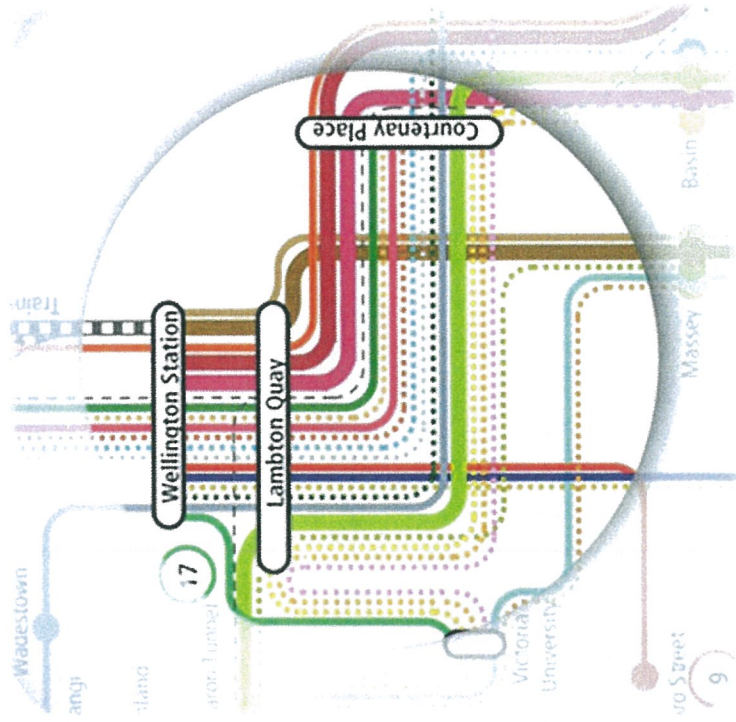
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Why does duplication matter?

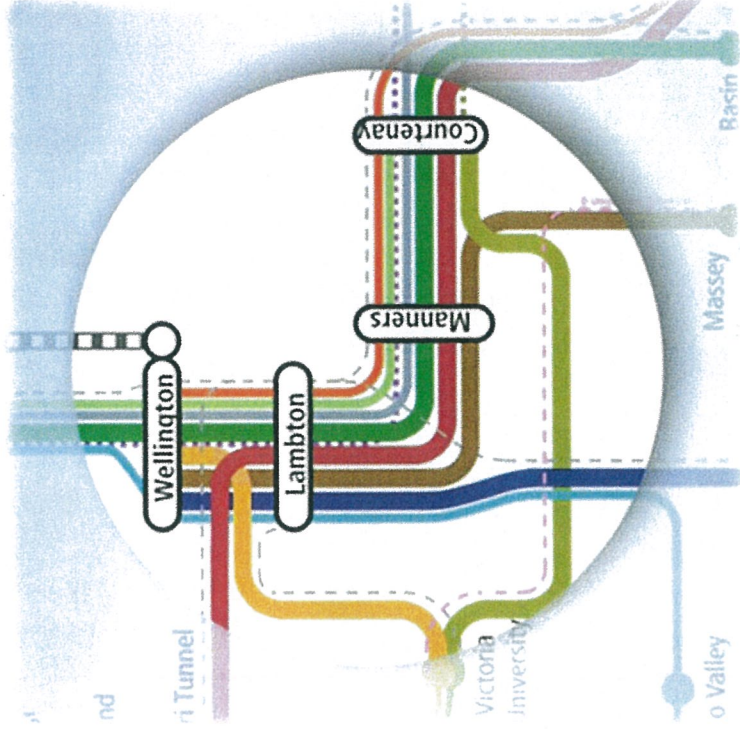


Current



Complex & overlapping

New



Simpler & connective



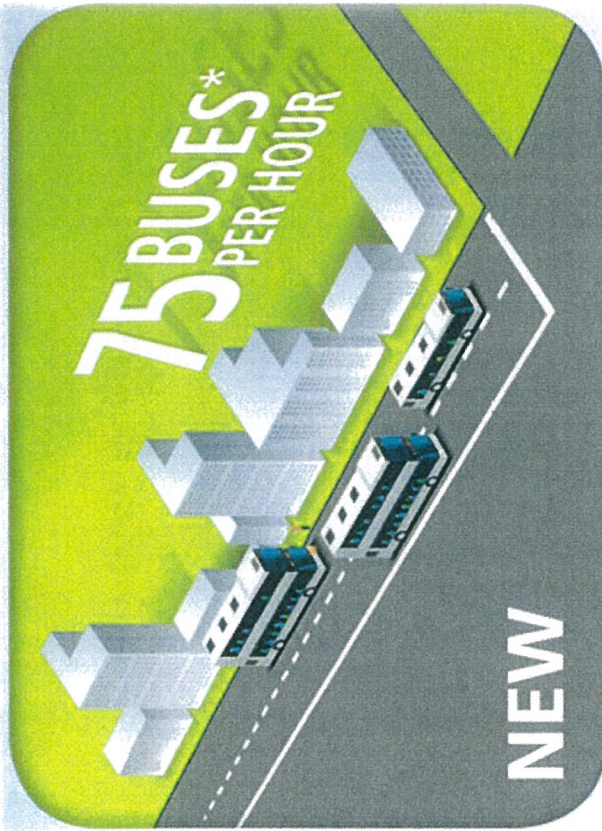
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Golden Mile



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What will be better

- Simple, connected network
- Modern efficient fleet
- Simplified fares & ticketing
- Single brand
- Better information
- Performance-based contracts



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Network structure



- Bus Rapid Spine corridors
- Extended Bus Rapid Spine corridors
 - East-West
 - North-South
- Other high demand corridors
 - Taranaki
 - Brooklyn
- Victoria University
 - Kelburn to hubs
 - Other Kelburn routes
- Other local routes
- Bus hubs – major and minor
- Peak commuter buses



Bus fleet

Right sizing the fleet for the Region

- ✓ Double deck buses – 100 passengers
- ✓ Higher capacity single deck buses – 75 passengers
- ✓ Medium buses – 55 passengers
- ✓ Small buses – 30 passengers



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Bus fleet

Low Emission Buses

- ✓ 50% new buses
- ✓ From two thirds of the fleet Euro III and below
- ✓ To three quarters Euro IV and above
- ✓ Wrightspeed technology

Path to an all electric bus fleet

- ✓ Battery electric (trials planned)



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One look - Metlink

- One consistent brand
- Single point for customers to access all transport information
- Single brand tested very positively with customers
- Modernize interchanges
- New bus livery



Infrastructure & Interchanges



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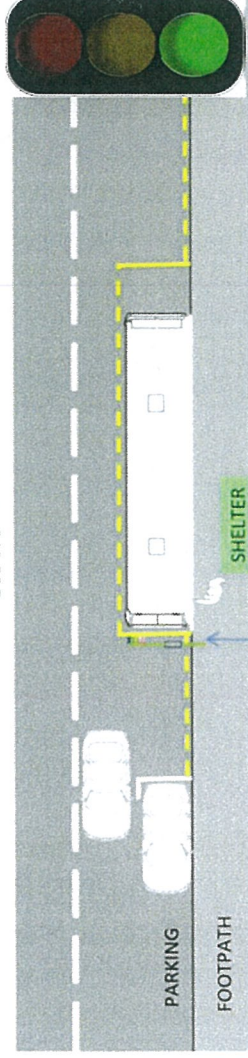
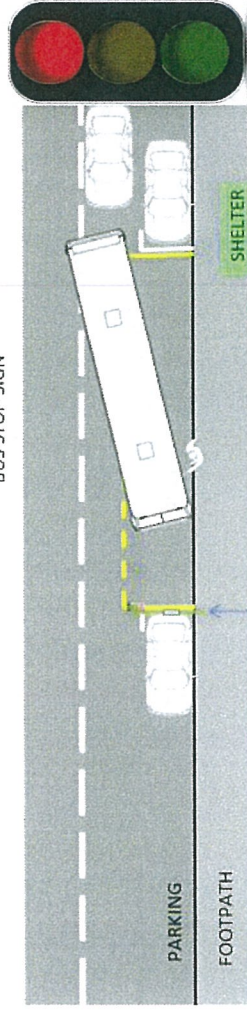
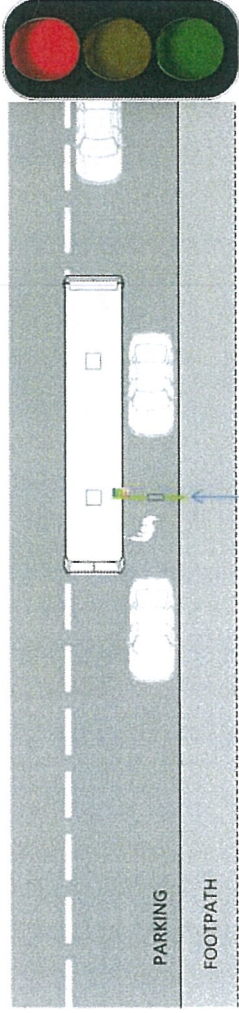
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What is a bus stop?

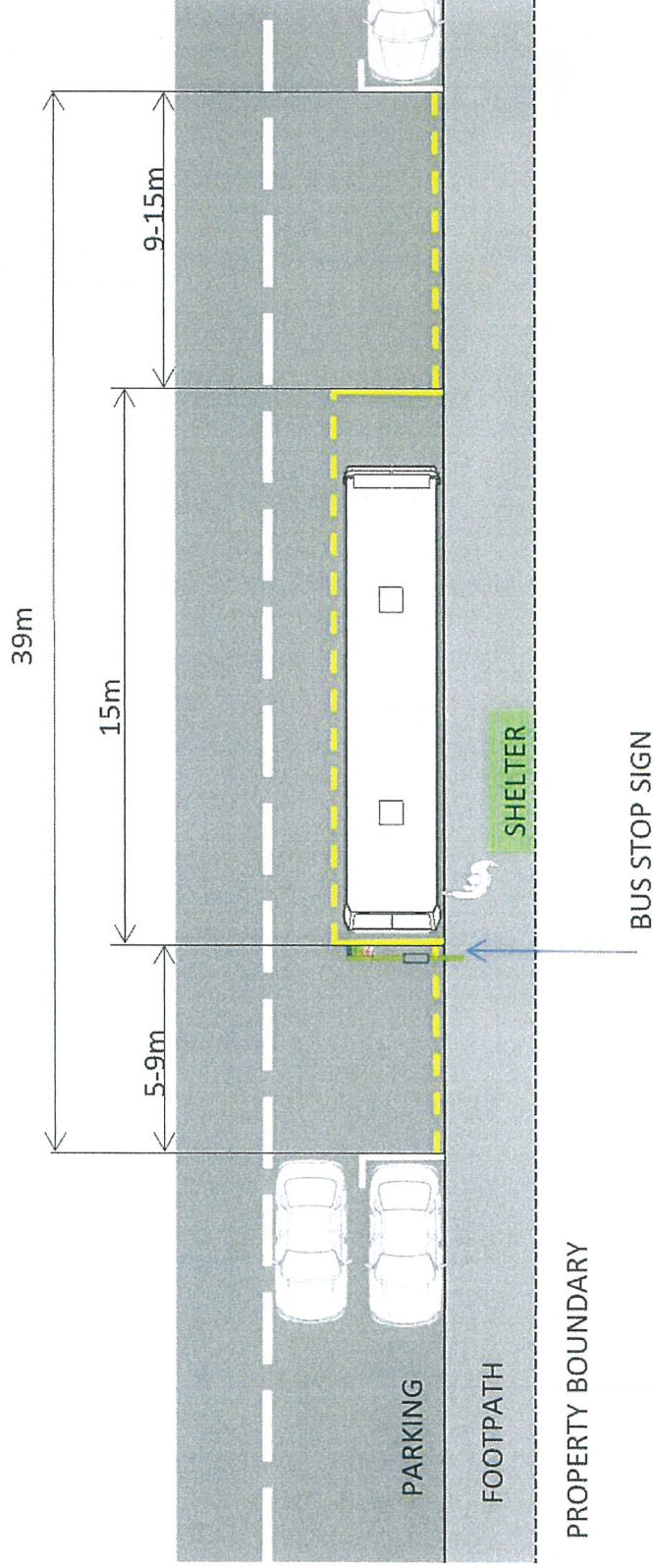
A place where passengers wait for a bus, which arrives, the passengers get on and off the bus then the bus leaves.



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What it should look like (recommended)



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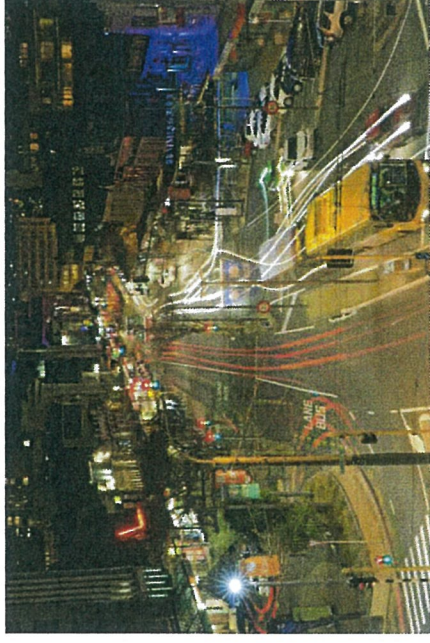
Transfer Points

Places where there are:

- high daily volumes of passengers
- high frequency/high number of services

Typical locations include:

- sub-regional centres
- suburban rail/bus/ferry interchanges
- key land-use sites such as hospitals and education campuses



Transfer Points

1st tier

- Wellington Station – existing

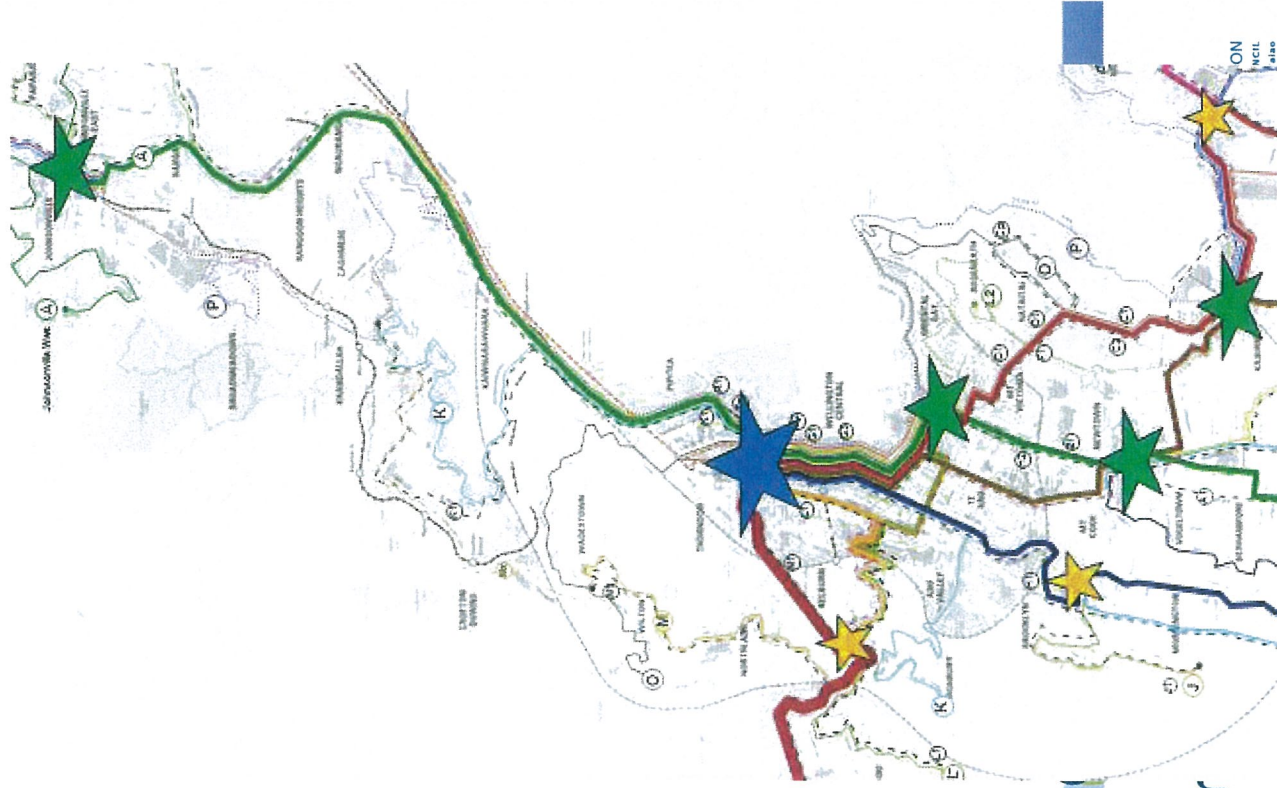
2nd tier

- Johnsonville – existing
- Courtenay Place – existing
- Regional Hospital – existing
- Kilbirnie – existing

3rd tier

- Karori Tunnel – new*
- Brooklyn - new
- Miramar – new

* Some current connections occur between existing stops in the tunnel area



Easier. Smar



What our customers want

- **Instantly recognisable place** - consistent brand graphics & signage
- **Shelter** to plan & wait for their journey in safety and comfort – with protection from the weather, seating, lighting and CCTV
- **Information about connecting and supporting services** so they make their connection with the minimum amount of effort – signage, real-time information & access to assisted service



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What our customers want

- **Information about the Metlink network** so can easily plan current or future journeys – *network maps & access to assisted service* (e.g. 0800 Metlink)

- **Consistent, logically designed & accessible** place for travellers with disabilities and impairments – *high contrast signage & information, tactile navigation features, access to assisted service* (e.g. 0800 Metlink) & *no obstructions to mobility*



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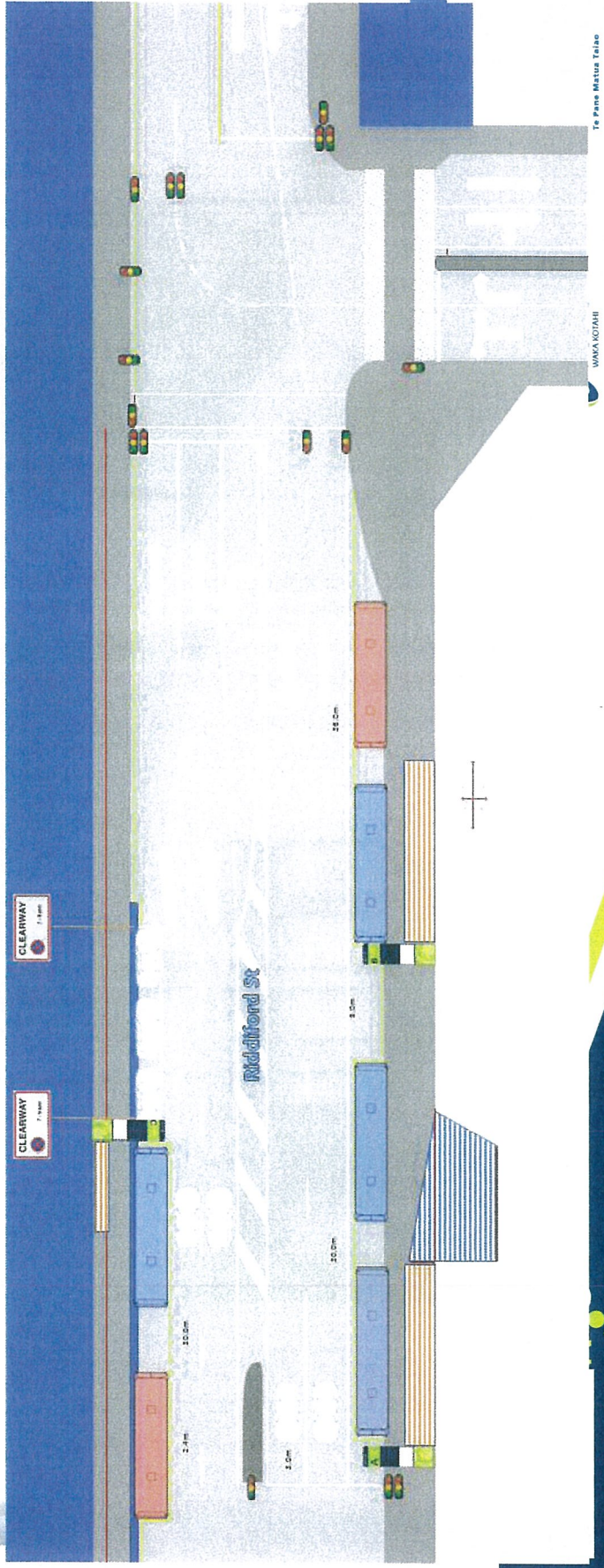
Modular concept



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Regional Hospital (2nd tier)



Courtenay Place (2nd tier)



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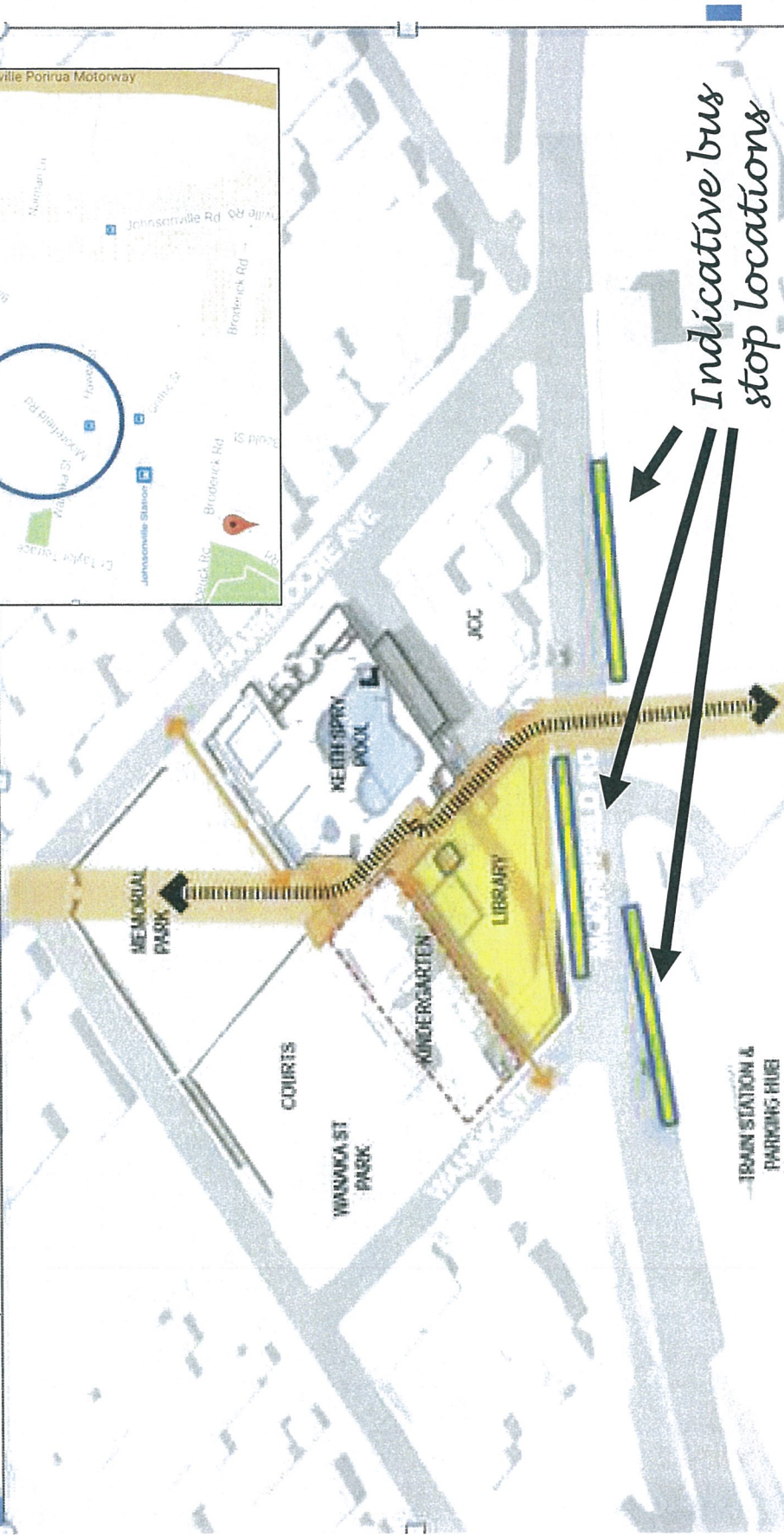
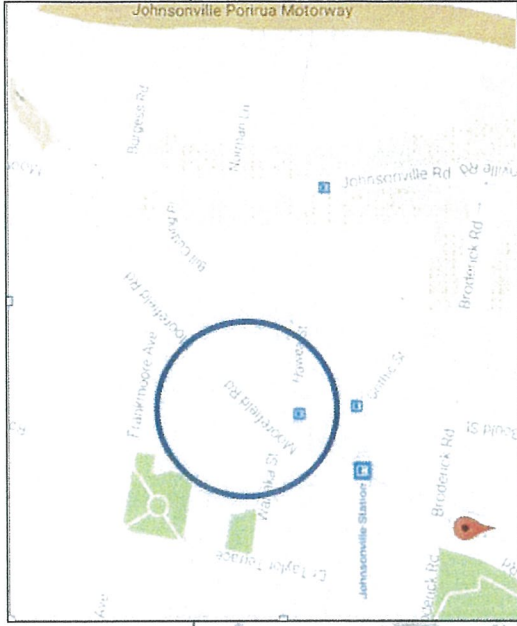
Kilbirnie (2nd tier)



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Johnsonville (2nd tier)



Indicative bus stop locations

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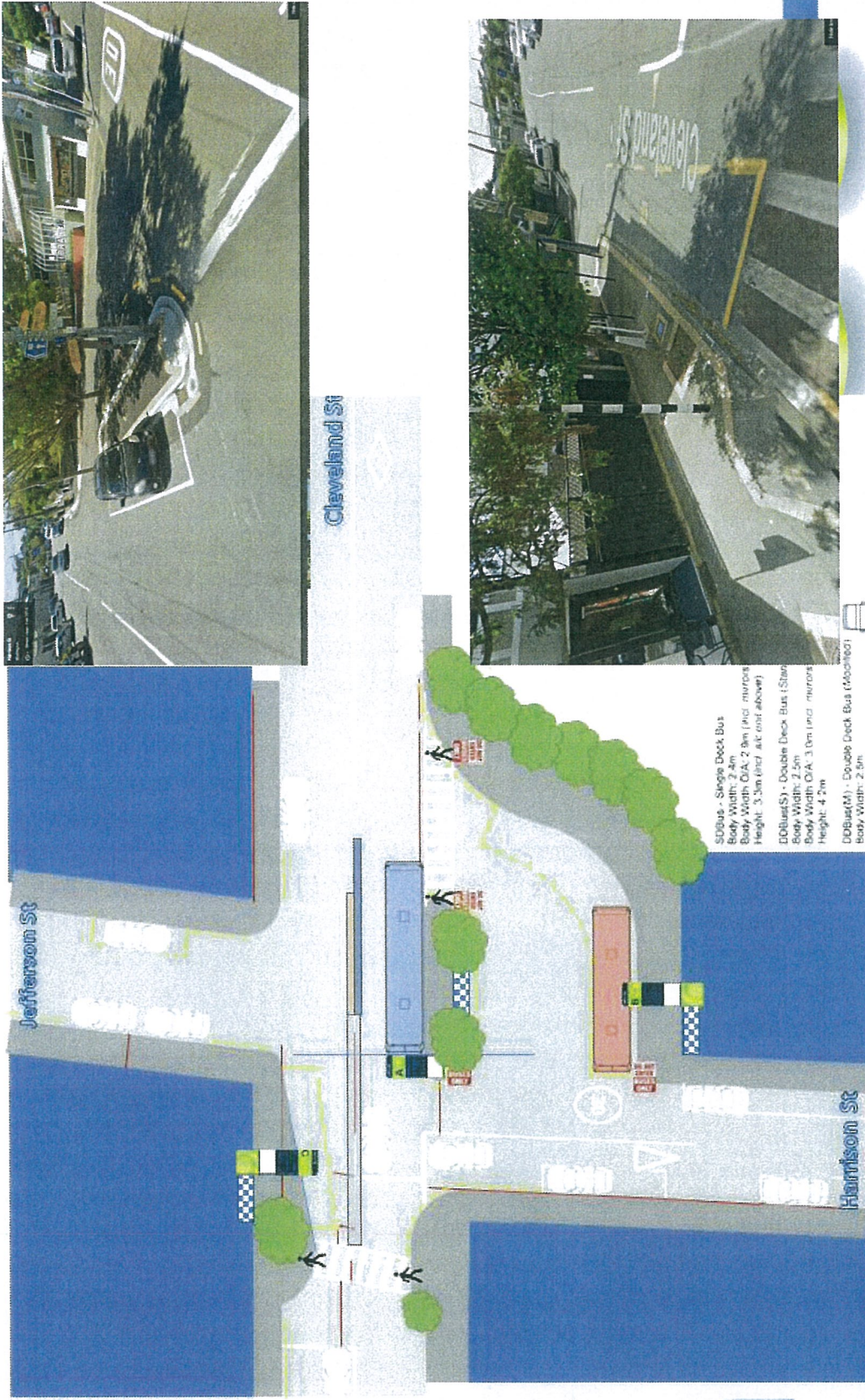
Karori Tunnel (3rd tier)



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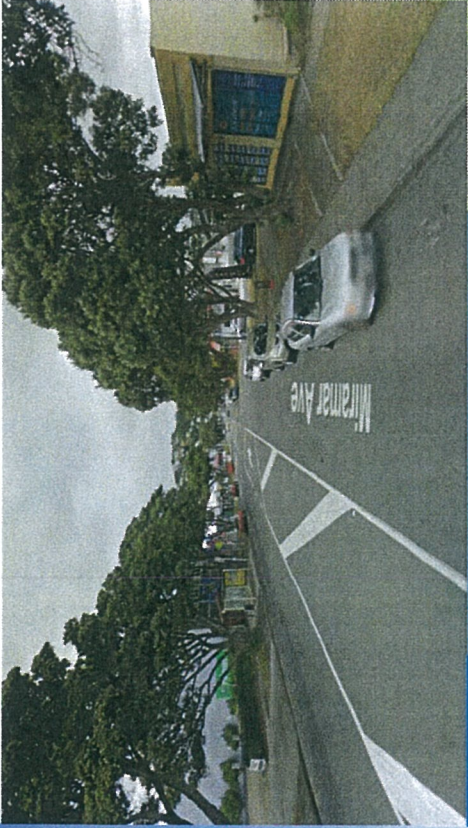


Brooklyn (3rd tier)

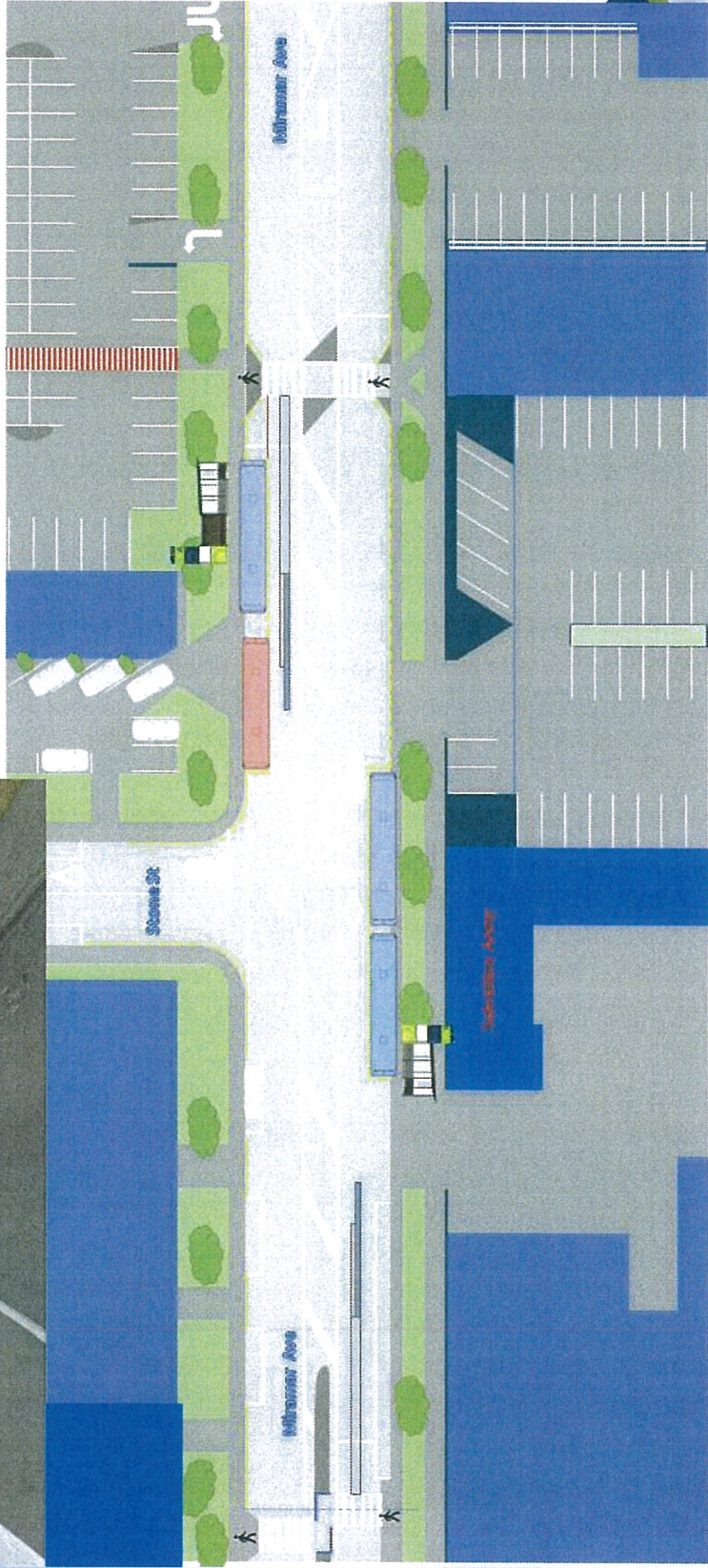


Cleveland St

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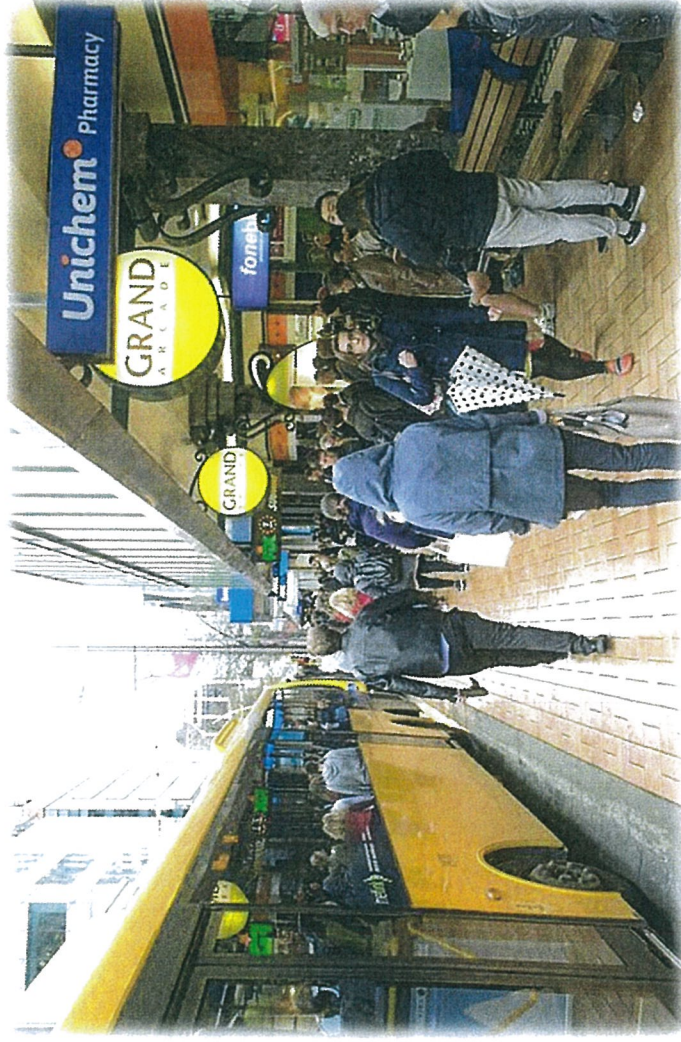
Miramar (3rd tier)



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Questions?



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