

# Eastern Area (Hutt Valley) Public Transport Service Review Project Brief

The purpose of an area-wide service review is to deliver an effective and efficient integrated public transport network. Area-wide reviews provide an opportunity to maximise the effectiveness and efficiency of the passenger transport network by allowing consideration of the interaction between all public transport services within a large geographical area. The reviews are undertaken with the intention there will be no additional cost to the ratepayer. They take a short to medium term view, focusing on operational and efficiency improvements to the network.

Greater Wellington Regional Council (GWRC) has an ongoing programme of area-wide reviews, which is in accordance with policies laid out in the Wellington Regional Public Transport Plan 2011-2021(RPTP). The RPTP requires regular service reviews to be carried out to ensure public transport services operate effectively and efficiently as part of an integrated public transport network. Regular service reviews provide an opportunity to consider the extent to which public transport services meet customer demand. Key considerations when undertaking service reviews are to ensure value for money and to balance service levels with demand.

The programme of area-wide service reviews contained within the RPTP indicated that a Hutt Valley area wide review of public transport services would be undertaken across the financial years 2012/13 and 2013/14.

The Hutt Valley Public Transport Service Review will include all urban bus, rail and ferry services in Upper and Lower Hutt, and will also give consideration to east-west links between Porirua and the Hutt Valley.

The last comprehensive review of public transport services in the Hutt Valley was undertaken in 2002. Prior to 2002 the focus of Hutt Valley bus services was on feeding train services. The outcome of the 2002 review introduced a new bus route network which resulted in more buses more often between the key attractions of the Hutt Valley. These were complemented by local community services which ensured more residents had access to a local bus service.

There have been a number of changes for the Wainuiomata community since 2004. These have resulted in simple and easy to understand services. These routes link Wainuiomata with both Lower Hutt CBD and connecting trains at Waterloo Interchange.

Between December 2005 and June 2006 a trial took place of a ferry service between Wellington and Petone. The trial ended in June 2006 due to poor patronage.

In early 2010 several key Hutt Valley bus routes were commercially registered by NZ Bus Limited. These routes were: route 110 (Upper Hutt Railway Station to Petone Railway Station), route 120 from (Stokes Valley to Queensgate) and the remaining few contracted Eastbourne public bus services (the majority of Eastbourne public services were already commercially registered). Eastbourne contracted school services continue to be operated by Classic Coaches Limited.

The launch of the Matangi trains and electrification through to Waikanae resulted in timetable changes across the rail network in February 2011. This had a direct effect on services throughout the Hutt Valley, bus timetables were amended in order to ensure continued connectivity between the public transport modes.

The current services in the Hutt Valley have resulted in a network which at a macro level serves the community well and meets demand. However it is essential that we proactively manage the network to ensure we meet the on-going changes in demand and needs. Whilst we can make regular minor changes to certain aspects of the network between area wide reviews it is necessary to review the network as a whole in order to be able to fully achieve the objectives which are listed in the next paragraph.

The review aims to deliver a network which meets the needs of the community whilst being sustainable to the ratepayer. The primary objectives of this review are to:

- ensure connectivity of public transport modes
- balance service levels with demand
- ensure value for money
- build a network which ensures future changes in legislation can be pro-actively managed and acted upon.

During the Review extensive feedback will be sought at different stages in the project from Hutt City Council, Upper Hutt City Council, community boards and committees, stakeholders, advocates and the general public.

The project staff costs and time will be managed within the existing approved salary budget and work schedule of the Bus and Ferry Operations Service Design Team. Other projects costs will be managed within the existing approved budget for the Bus and Ferry Service Design Team.

The project is scheduled to begin in February/May 2013 and conclude by February 2016.

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**Sign off by Project Sponsor**

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**Date**