

Report 15.63
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Committee Strategy and Policy Committee
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Wellington Network Update

1. Purpose

To approve the recommendations from the targeted consultation on certain Wellington City bus services.

2. Background

The Wellington City Bus Review was completed at the end of 2013 and the resulting bus network proposal was included in the Regional Public Transport Plan 2014 (RPTP).

Consultation on the RPTP was undertaken between April and May 2014 at which time 624 submissions were received. Of these, 338 submissions were regarding the future Wellington City bus network.

The main areas of specific concern about the future bus network raised in public submissions were with regard to:

- bus routes serving the communities of Khandallah, Ngaio and Broadmeadows – 126 submissions and public meeting (2 July 2014)
- access to Victoria University - 35 submissions and petition; and
- bus route servicing the community of Churton Park – 10 submissions and public meeting (6 May 2014).

With regard to the above, the Annual Plan Hearings Committee (that heard the submissions on the draft RPTP) resolved:

“.... that changes to local routes identified in the draft PT Plan can be made following targeted consultation with the local community and the operator, and that proposals to change local services such as in Khandallah and Churton Park and Victoria University will be further developed through targeted

consultation with the local residents on route options and market research, during the second half of 2014.”

3. Khandallah, Ngaio and Broadmeadows

3.1 Current service and issues

Khandallah, Ngaio and Broadmeadows are currently serviced by the following bus routes shown in Figure 1:

- Route 43 & 44 Khandallah – Wellington – Strathmore Park
- Route 45 Ngaio – Wellington (peak only)
- Route 46 Broadmeadows – Wellington (peak only)
- Route 50 Broadmeadows - Johnsonville (weekdays 9am to 3pm only)

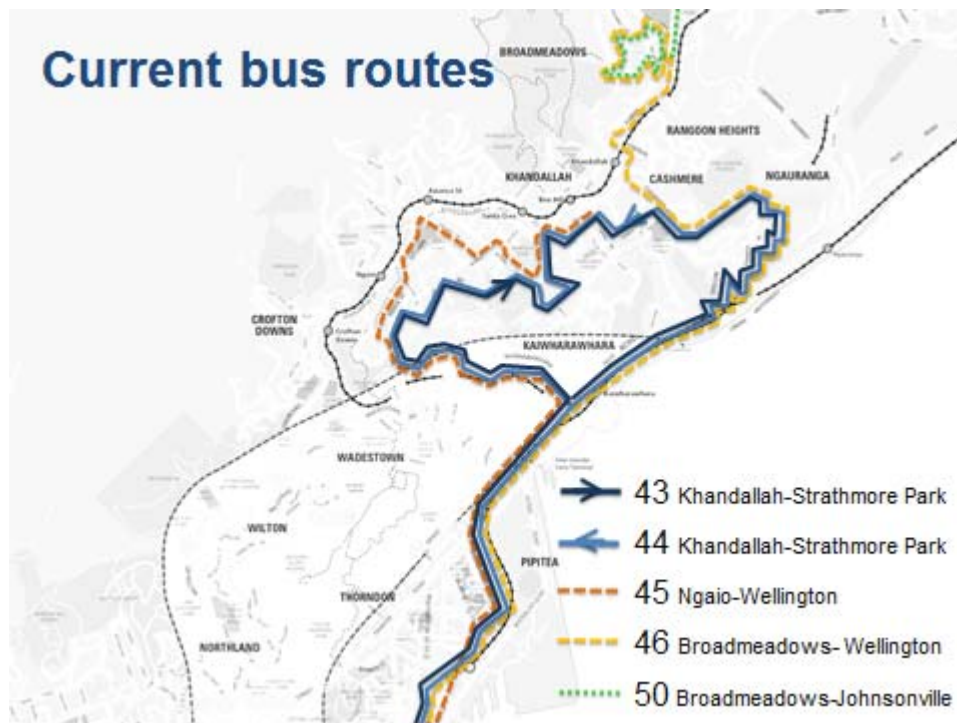


Figure 1 Current Khandallah Ngaio and Broadmeadows bus routes

Routes 43 and 44 operate as complex, long, one way bus loops with buses starting from Strathmore and travelling to Khandallah and then back to Strathmore. This is the longest bus run in the Metlink network at 39.4km for the round trip.

As buses do not have a terminus (end point) in Khandallah and travel through congested areas of the city twice on each run, to and from Khandallah, routes 43 and 44 are the most unreliable routes in the Metlink network with high levels of passenger complaints received. Monitoring has found 52% of bus trips on the route 43 run late and 62% of bus trips on the route 44 run late. Travel times on the worst performing route 44 can vary by up to 25 minutes.

Route 45 which operates at peak times only has no major issues.

Route 46, which operates at peak times, only has some capacity issues with heavily utilised buses at 7:25am, 7:45am and 5:10pm.

Route 50, which operates as an hourly shopper service between 9am and 3pm on weekdays, is poorly used with an average of around five passengers per trip.

3.2 Service Proposal in the RPTP

The Wellington City Bus Review proposed replacing the routes 43 and 44 within Khandallah with a simplified “there and back” bus route which would provide a consistent route to and from Khandallah, rather than the current overlapping counter directional loops. The bus route would be a shorter route paired with Aro Valley rather than Strathmore to reduce travel time variability and service duplication through Newtown and Kilbirnie.

The review also proposed discontinuing the off-peak only route 50 Broadmeadows Shopper service, due to low utilisation.

3.3 Submission response to RPTP

126 submissions on the RPTP were received from residents of Khandallah, Ngaio and Broadmeadows, and a public meeting was held by residents on 2 July 2014.

Concerns were raised with the proposed services, principally with regard to issues around reduced bus route coverage at off-peak times for Lower Onslow Road and longer travel times for residents in the eastern area of Khandallah around Homebush Road. Concerns were also raised around the need to change between buses to access Wellington Hospital.

Broadmeadows bus users raised concerns around bus capacity proposed for Broadmeadows at peak times, with some requests for a direct service bypassing Homebush Road as a means of reducing the number of people that could use this bus.

3.4 Option development and community consultation

A way forward was identified to involve the community in the co-design of the bus services, where residents could consider first-hand the issues and trade-offs involved in planning bus routes for their area. This involved requesting volunteers at the public meeting on 2 July 2014 to represent the wider community and work with Greater Wellington Regional Council (GWRC) officers in designing bus route options which could then be consulted on with the wider community.

These volunteer workshops took place on 30 July 2014 and 6 August 2014 and were very successful, with around 30 community volunteers participating (Figure 2). The outcome was 3 bus route options that were broadly accepted by the attendees as suitable to distribute to the wider community for consultation to gain a preferred option. **Attachment 1** details the consultation brochure which was distributed by NZ Post in pre-addressed envelopes to around 5,500 households in the Khandallah, Ngaio and Broadmeadows communities.

The consultation brochure detailed 3 route options with trade-offs for residents to weight up in terms of what is most important to them:

- Option A- more direct routes with no-off peak service for Broadmeadows
- Option B- more coverage of services at off-peak times including Broadmeadows; and
- Option C- more coverage of services at off-peak times including Broadmeadows, with Khandallah Village as a local hub.

Consultation closed on 31 October 2014 with 551 responses received from the online survey. A further 20 responses were received via email. Attachment 1 details the submission response.



Figure 2 – Khandallah, Ngaio and Broadmeadows volunteer workshop

3.5 Recommendation

The results from this consultation show Option C as the most favoured option (Figure 3).

This option will, for the first time, provide Broadmeadows with a full 7 day a week bus service with improved access to local centres at Johnsonville and Khandallah Village. More frequent bus services would be provided to Broadmeadows at peak times to ensure sufficient bus capacity is provided for the combined catchment area.

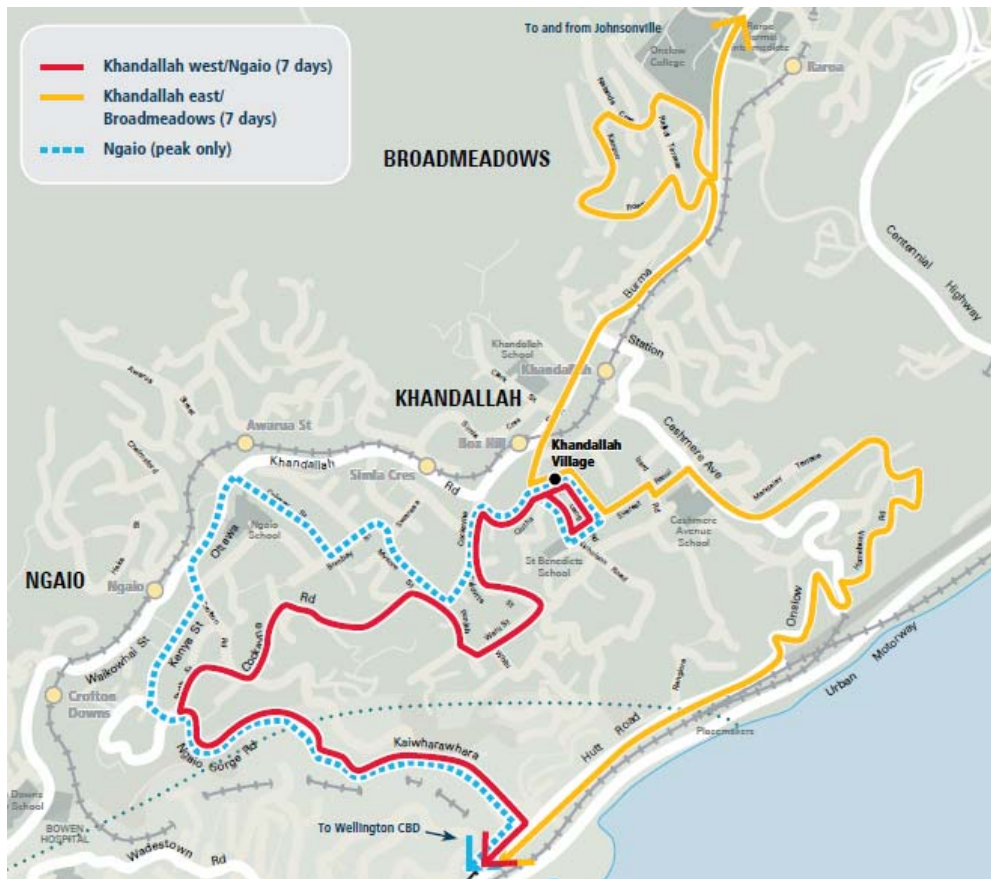


Figure 3 – Option C preferred bus route option

Current bus reliability issues will be addressed by:

- the new routes being “there and back” bus routes with terminus points where buses can layover between trips to ensure on time departure; and
- the new routes having shorter bus runs than the current long loop trips starting and ending at Strathmore Park with less exposure to congestion.

Given the current route issues with the routes 43 and 44, an early introduction of the preferred new routes for Khandallah could be considered ahead of the 2017 planned launch of the new Wellington City bus network.

4. Victoria University access

4.1 Current service and issues

Victoria University has over 21,000 students and staff making it a significant generator of public transport demand. Therefore, the students and staff of Victoria University have been an integral part of the Wellington City bus network consultation since 2011. Feedback received from these meetings requested:

- maintenance of primary access to Victoria University via Kelburn Parade (rather than off The Terrace)
- increased frequency to Victoria University

- better access to Victoria University from all areas of the Wellington City and the wider region; and
- weekend services to Victoria University due to increase of lectures etc on these days.

Currently, service to the main campus of Victoria University at Kelburn is provided by a complex mixture of services including:

- dedicated university routes (17, 18, 47), generally with limited days and hours of operation with reduced or no service outside of term times
- standard bus routes which serve the Kelburn Campus as part of their regular route to and from the city (20, 22, 23)
- extensions of some standard bus route trips on to Kelburn Campus (8:05 and 8:25 route 5, 8:15am route 6, 8:40am route 7, and 8:05am route 25); and
- transfers from bus and train services at the Wellington Station bus interchange for areas not serviced by the above.

This service structure provides inconsistent levels of service and customer experience to different areas of the Wellington City, with some areas benefitting from relatively frequent and direct route options while other areas require long indirect journeys.

The current lack of free transfers between services results in significantly different fare costs for bus users comparing areas that require a change of bus to reach Kelburn versus those that benefit from the direct services currently provided. For example, using the two AM trips that run on to Kelburn from Hataitai would cost a customer a 2 zone fare. Travel at any other time, including making the return journey in the afternoon, would be a 2 zone and additional 1 zone fare.

This lack of transfer fares leads to a usage of dedicated university services which provide longer travel times and lower levels of service as a means of reducing travel cost. For example, between Johnsonville and Kelburn the current university route 47 is scheduled to take 48 minutes to reach Kelburn, compared with around 30 minutes for the alternative of catching a direct bus from Johnsonville to Wellington Station and transferring to Kelburn. The route 47 is a 3 zone journey, while the more frequent and direct option of connecting at Wellington Station would be a 3 zone and additional 1 zone fare.

Figure 4 shows the locations where Victoria University students live based on enrolment data provided by the University. From this it can be seen that students are living across Wellington, with a particular concentration around central Wellington. The current system favours some areas such as Miramar and leaves others poorly serviced such as Island Bay, with a similar number of students living in each.

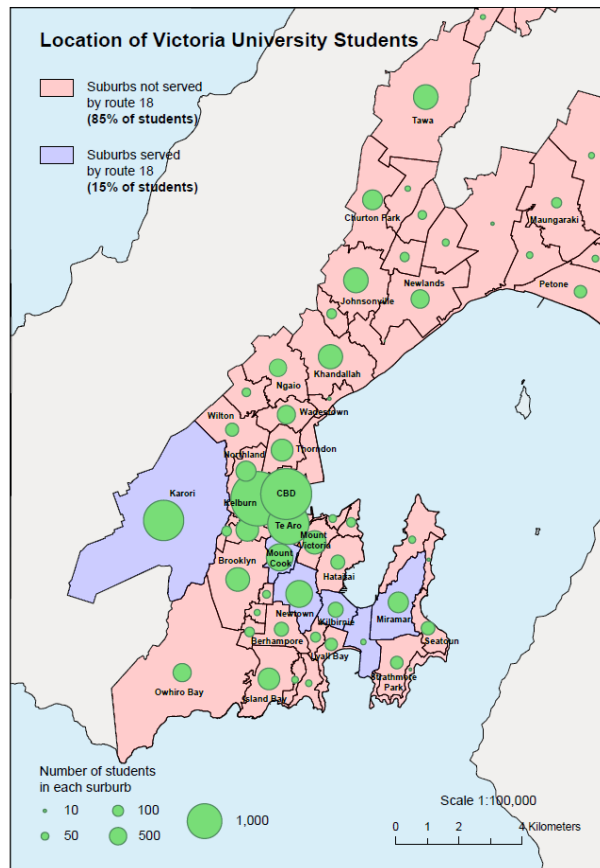


Figure 4 – Victoria University student locations

4.2 Service Proposal in the RPTP

In September 2009 the Economic Wellbeing Committee (Report 09.528) agreed the terms of reference and parameters for the Wellington City Bus Review (Review). In 2011 the Committee adopted a revised terms of reference for the Review (Report 11.16). The primary objective of the Review was:

“to improve value for money by improving the effectiveness and efficiency of the public transport network within the study area. Other objectives include improved reliability, coverage, connections, access, and service levels, and ensuring that capacity is matched to demand.”

Consultants to the Wellington City Bus Review, MRCagney, working with GWRC in 2011 identified that the current Wellington City bus network contains significant route duplication, including dedicated university routes, which overlap other bus routes resulting in a less efficient service.

They recommended GWRC move to a connective network (Figure 5) which aims to reduce route duplication and complexity, and allows saved resources to be invested back into network enhancements such as increased frequency, coverage and hours of operation across the network.

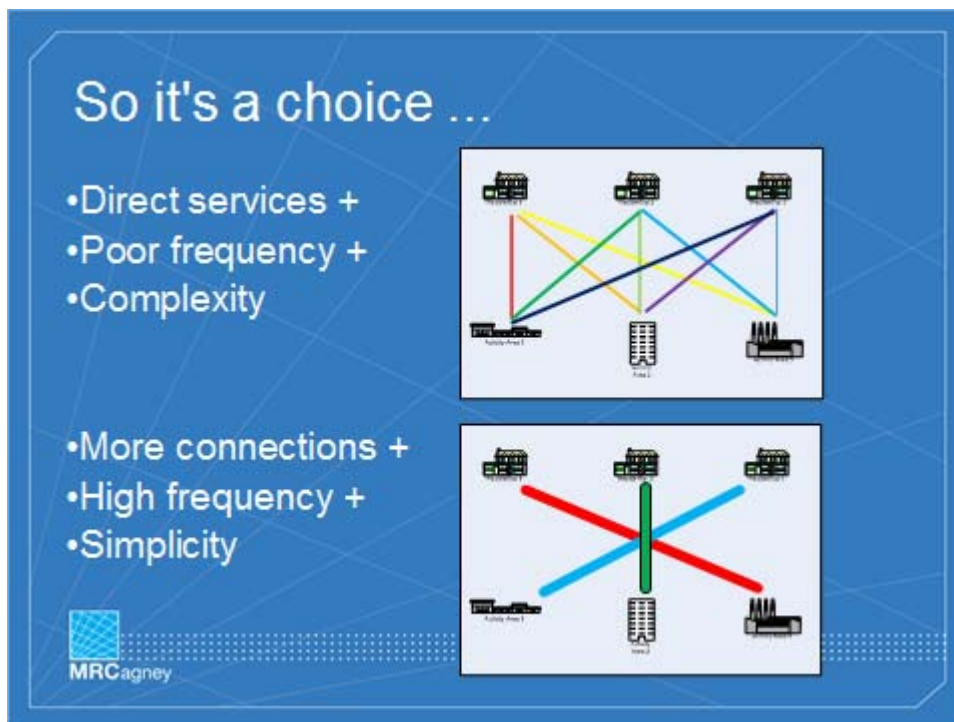


Figure 5 – Direct versus connective network models

The proposed bus network is therefore a move away from having specific, dedicated university bus routes that benefit some suburbs and leave others poorly served. The new network aims to provide frequent connections to and from Victoria University at key hubs so that people from more areas of Wellington can access the University easily.

The new network complements the existing well-used hub at Wellington Station, with new hubs at Courtenay Place and Karori Tunnel which would provide frequent connections to Kelburn from all western, southern and eastern suburbs of Wellington (Figure 6).

The following bus routes are proposed to service Victoria University Kelburn Campus as part of their routes:

- Route L – Linking Karori, Wrights Hill and Kelburn to Courtenay Place.
- Route M – Linking Johnsonville, Khandallah, Ngaio, Crofton Downs, Northland and Kelburn to Wellington Station.

For suburbs not directly serviced by these routes access to Kelburn Campus will be primarily via the following hubs:

- Wellington Station – Route M buses departing approximately every 5 to 10 minutes on weekdays (less often before 7:30am and after 5pm).
- Courtenay Place – Route L buses departing approximately every 5 to 10 minutes on weekdays (less often before 7:30am and after 5pm)

- Karori Tunnel – Route L and M buses departing approximately every 7 to 15 minutes on weekdays between (less often before 7:30am and after 5pm)

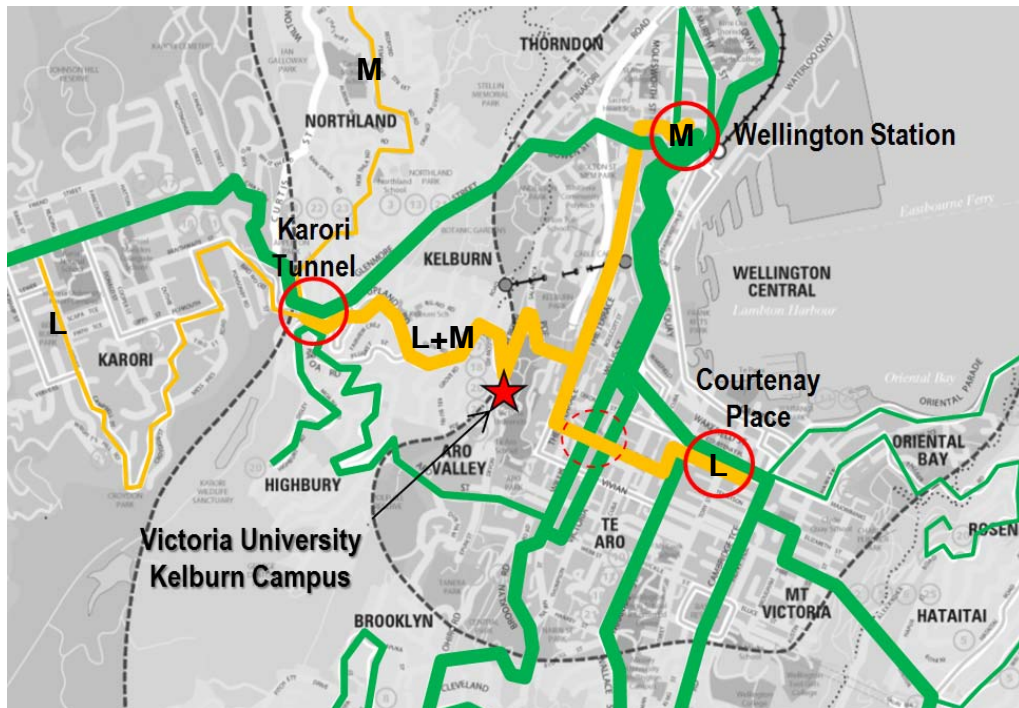


Figure 6 – Proposed hubs and connections to Kelburn Campus

Rather than waiting for a specific university service, users will have the freedom to catch any bus from any suburb heading towards a hub to access Victoria University.

While many would need to change buses to reach Victoria University, overall travel times for many are expected to be reduced by offering the option to use more frequent and direct routes (including express services where available) and minimising the average wait time for a bus.

4.3 Submission response to draft Regional Public Transport Plan

35 submissions to the 2014 draft RPTP were received regarding the proposed replacement on the current route 18 as part on the Wellington City bus network proposal. A petition was also organised by the Victoria University of Wellington Students Association (VUWSA) requesting retention of the route 18.

A number of submitters raised concerns regarding the replacement of the route 18, indicating an inadequate understanding of the Wellington City bus network proposal; the assumption being that the current route 18 would be removed and users would then have to use existing unmodified bus routes resulting in long indirect journeys via the full length of the Golden Mile and the need to pay a second fare significantly increasing the cost of travel.

Feedback from representatives of Victoria University and VUWSA was generally supportive of the improved access of the new network however they

wanted to retain the current route 18, particularly for access from suburbs closer to Kelburn such as Mt Cook, Newtown and Karori.

GWRC staff undertook further research on users of the route 18 to evaluate the impacts of replacing this route with the proposed network to better consider the concerns raised.

4.4 Route 18 further research and consultation

Gravitas Research was commissioned by GWRC to survey the likely impacts for existing users of replacing the current Route 18 Campus Connection with a system of connecting services at hubs, as proposed in the new Wellington City bus network. Victoria University representatives were consulted on the survey design and methodology. Between 28 July 2014 and 6 August 2014, 321 passengers on the Route 18 service were surveyed, capturing a representative range of travel times and trip purposes.

Just over half (53%) of passengers reported that the proposed change would have no adverse impact on them, either feeling that they would be better off (35%), or saying that the removal of the Route 18 service and its replacement with free connections at hubs wouldn't make a difference to them (18%). In contrast, just less than half (47%) of all Route 18 passengers felt that they would be worse off as a result of the proposed change.

Despite almost half feeling that they would be worse off, three-quarters of all passengers (74%) said that the change would not have an adverse effect on the frequency with which they travel by bus and 22% of passengers actually indicated that the change would encourage them to use buses more often, due to the greater frequency of services and the availability of more routes (which offers greater flexibility).

Of the 26% of passengers who anticipate using buses less often as a result of the proposed change, only 13% expect to use a private vehicle more. 10% are likely to walk/run more as a result of the change, whilst 2% anticipate cycling more often. This compares with 9% of passengers reporting that they are likely to use a private vehicle less as a result of the change, while a further 2% anticipate using fewer taxis.

In conclusion, whilst perceptions of the personal impact of the removal of the Route 18 service are mixed, the impact on bus-use among current users is likely to be minimal (around a quarter of passengers anticipate using buses less as a result of the change, with almost as many anticipating using the bus more). Of those that would use the bus less, almost half of the mode switching is likely to be to other sustainable transport modes such as walking and cycling, rather than to private vehicles.

Note these findings are from existing Route 18 bus users and do not survey passengers living in areas not serviced by the current Route 18, where the greatest benefits of the change are likely to accrue.

Travel Time Research

As a number of RPTP submissions received regarding the replacement of the Route 18 were expressing concern at possible added travel time, a comparison of travel times across Wellington's eastern, southern and western suburbs was carried out which compared travel times under the current and proposed network for accessing the Kelburn campus. Section 7 of **Attachment 2** provides further information on this.

What this comparison found was that while some specific areas will have longer travel times, students in a majority of suburbs would experience quicker journeys under the proposed network (Figure 7). Where travel times for existing Route 18 users do increase, the extra travel time tends to be modest, and is at least partly offset by increased frequency and flexibility of travel times

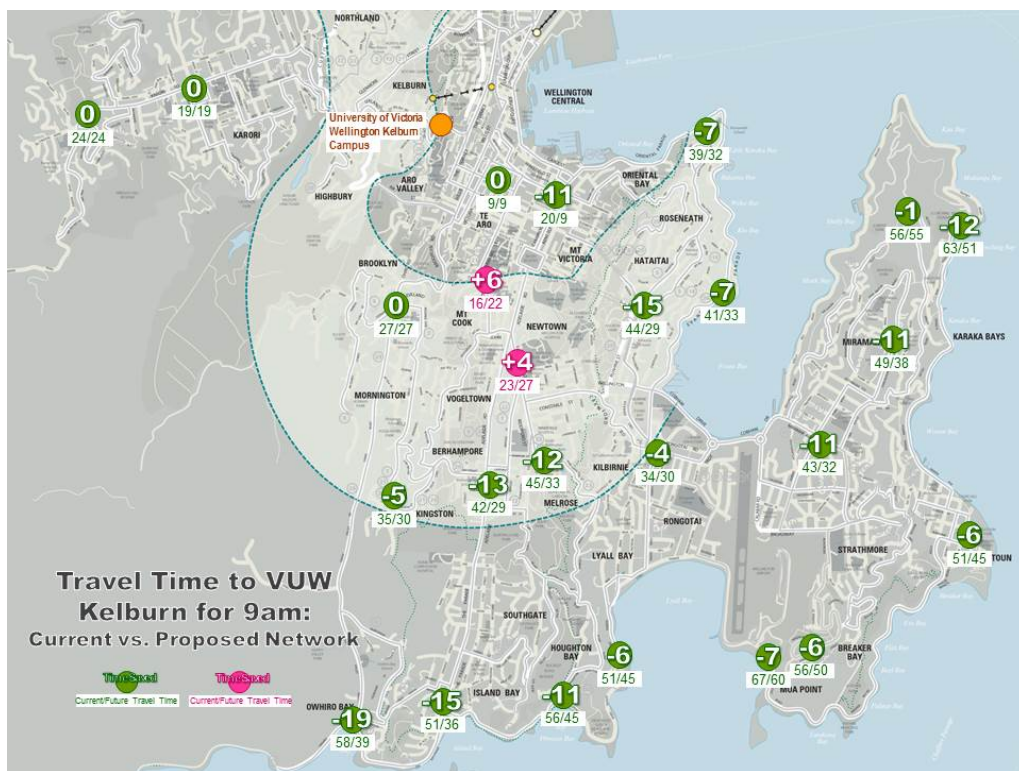


Figure 7 – Change in travel time to Kelburn for 9am arrival (minutes)

4.5 Findings

Retaining the current Route 18 in the new bus network can only be achieved by making significant cuts to other proposed services, or abandoning the resource neutral basis of the Wellington City Bus Review where it was expected that services enhancements such as more frequent services and extra weekend and evening services be made possible by reducing bus route duplication and inefficiency in the existing network. The core principals of the Wellington City Bus Review was based on obtaining value for money by improving the effectiveness and efficiency of the public transport network by reducing unnecessary bus route duplication and utilising the subsequent savings to deliver improved reliability, coverage, connections, access, and service levels.

Research into travel time impacts indicate the new bus network delivers travel time benefits for many areas of Wellington when travelling to Victoria University Kelburn Campus. Where travel times for existing Route 18 users do increase the extra travel time is modest and at least partly offset by increased frequency and flexibility of travel times.

Surveying of current route 18 users indicates that while there is a preference for maintaining the current route 18 among existing users, moving to the new network will have minimal effect on overall bus use by these bus users with almost as many indicating an increase in their bus use as a decrease.

The wider network benefits across Wellington of the new bus network and minimal impact on bus use by current Route 18 users supports proceeding with the network structure as proposed, i.e. with the discontinuation of the Route 18.

4.6 Recommendations

It is recommended that the current complex and inconsistent mixture of services to Victoria University Kelburn Campus (as outlined in 4.1) be replaced by new Routes L and M which provide service to Kelburn as part of their routes and provide frequent direct connections from hubs at Wellington Station, Courtenay Place and Karori Tunnel for suburbs not directly served by Routes L and M.

It is also recommended that free transfers be provided between services so that there is no cost penalty for connecting between buses to access Kelburn Campus.

5. Churton Park

5.1 Current service and issues

Churton Park is a developing suburb with ongoing housing development extending the suburb in a northerly direction. As a result, there is a need to extend bus route coverage to meet the needs of this growing community.

The current Churton Park bus route 54 operates a long one way bus loop that has been extended over time to accommodate new housing development (Figure 8). This loop has reached a length where it is not able to be readily extended further to accommodate new growth without adding travel time for existing bus users. Buses currently take around 25 minutes to make the loop, which adds significant travel time for passengers returning home to streets that would otherwise be just a few minutes from Johnsonville on a conventional “there and back” bus route.

This one-way loop also does not provide for “there and back” access to local facilities (including the medical centre) in the developing Churton Park Village.

By operating as a loop with no end terminus the operation of a reliable service is made more challenging. There is limited ability to provide layover for buses to recover from late running before making their next journey.

The current subsidy is over \$2 per passenger. Boarding is relatively high compared with other Wellington City bus services and reflects the long route distance and lack of passenger catchment between Johnsonville and Wellington.

The Churton Park Route 54 provides the primary bus connection between Johnsonville and Wellington, with 34% of bus users who board the bus in Johnsonville making a significant contribution to the viability of the service.

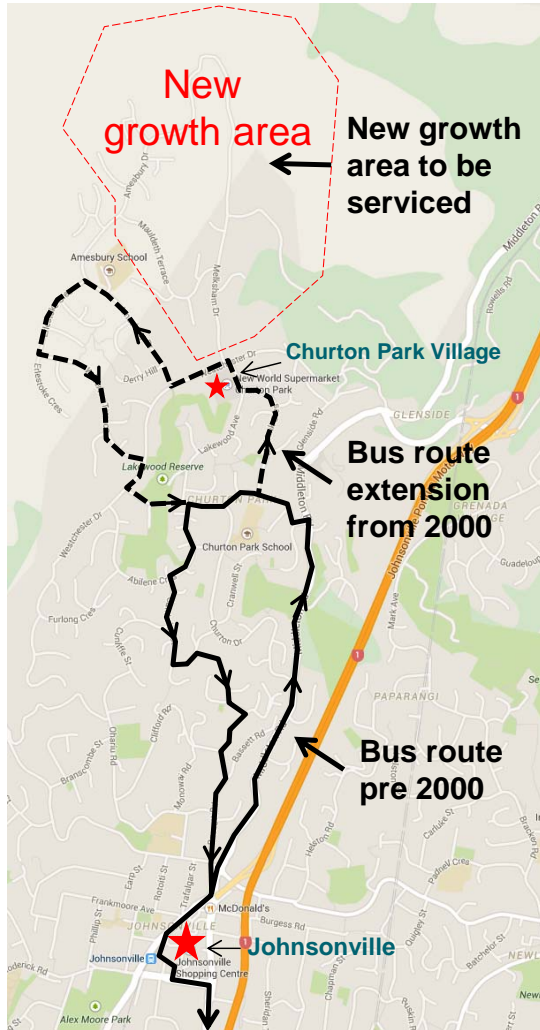


Figure 8 – Current Churton Park bus route 54

5.2 Service Proposal in Regional Public Transport Plan

Consultation with the Churton Park Community Association on options for bus services to this community has been ongoing since 2012.

At the time the RPTP was being finalised for consultation, GWRC had been unable to find a bus route option which satisfied the Churton Park Community Association while also being able to extend service to the new growth area in a cost efficient manner.

A 'placeholder' was therefore included in the RPTP to ensure resource was allocated for Churton Park and as a point of discussion provided in the RPTP (Figure 9).

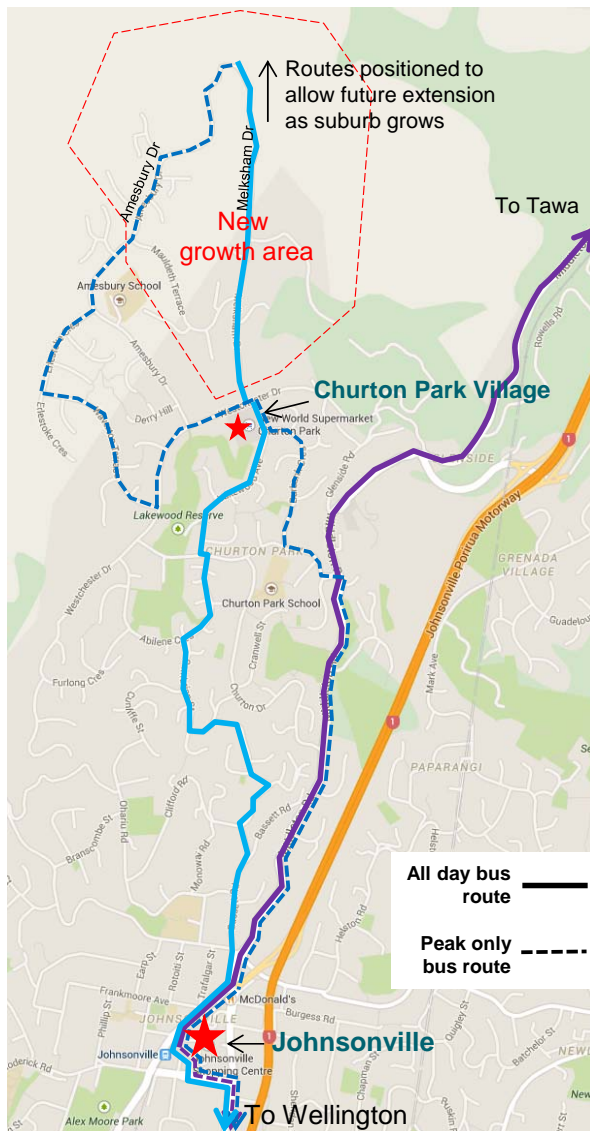


Figure 9 – RPTP route proposal for Churton Park

5.3 Submission response to draft Regional Public Transport Plan

10 submissions on the proposed bus routes in the RPTP were received and a well-attended public meeting was organised by the Churton Park Community Association on 6 May 2014.

Key issues raised in the submissions and public meeting were loss of all-day bus access to streets within Churton Park, with a resulting increased walking distances at off-peak times; a desire for buses to bypass Johnsonville Hub, particularly at peak times; and a request that GWRC consider a bus route solution utilising two separate bus routes, each with existing levels of service and travelling to and from Courtenay Place for the existing and new growth areas of Churton Park.

Suggested bus route options incorporating two separate bus routes were received from members of the Churton Park Community Association and Glenside Progressive Association.

Providing two bus routes each to Courtenay Place, and each with the same level of service as the current route, would result in an effective doubling of the cost of providing the service without the passenger numbers to justify this. Currently at off-peak times on weekdays an average of 10 passengers board each bus in Churton Park, which would not support a case for doubling the number of buses to this catchment area at off-peak times.

There are direct trade-offs between extending service to the new growth area, maintaining existing bus route coverage, route directness, frequency and hours of operation while working within the constraint of providing a cost effective service.

5.4 Option development and community consultation

Following the success of the co-design workshops for the Khandallah, Ngaio and Broadmeadows bus services, it was decided to apply this same process in order to allow residents to consider first-hand the trade-offs involved and help co-design bus service options for consultation with the wider community.

Two co-design workshops were held on 22 and 29 October 2014, and were attended by around 15 community volunteers; many of these volunteers we had been working with for several years during the Wellington City Bus Review. The outcome of these workshops was three bus service options that were broadly accepted by the attendees as suitable to distribute to the wider community for consultation.

All three options involve replacing the current Churton Park Route 54 with two separate bus routes, with an allowance for around 30% more resource to be provided compared with the current route which is in line with the level of population growth expected in Churton Park in coming years. Route options which required significantly more resource were not considered further.

The consultation brochure is detailed in **Attachment 3** and was delivered by NZ Post in pre-addressed envelopes to households in Churton Park and Glenside, asking the community to choose a preferred option. The options detailed have the themes of:

Option A: two routes between Churton Park and the city, each with around half the frequency of the current route 54.

Option B: two routes – the main route having similar frequency and hours of operation to the current Route 54, and a less frequent secondary bus route to Wellington City at peak times and hubbing at Johnsonville at off-peak times with no service after 7pm.

Option C: two routes – the main route having similar frequency and hours of operation to the current Route 54, and a local loop with similar frequency to the current Route 54 during the day, with buses to Wellington City at peak times and hubbing at Johnsonville at off-peak times with no service after 7pm.

The options provide specific trade-offs between running all buses through to Courtenay Place at all times of the day, resulting in less frequent bus routes (compared with the current route), versus some off-peak buses connecting at Johnsonville which allows more frequent service (similar to now) to be provided within Churton Park.

Consultation closed on 21 December with 411 surveys completed online and 24 written responses received.

During the consultation period, The Churton Park Community Association distributed a flyer to residents suggesting respondents mark all route options as a third choice as a means of opposing any of the route alternatives presented. 106 surveys were filled out in this manner and therefore did not indicate any preference for the route options.

Attachment 3 details the submission response.

Response to the options consulted on was very mixed, with none of the options supported by a clear majority (Figure 10).

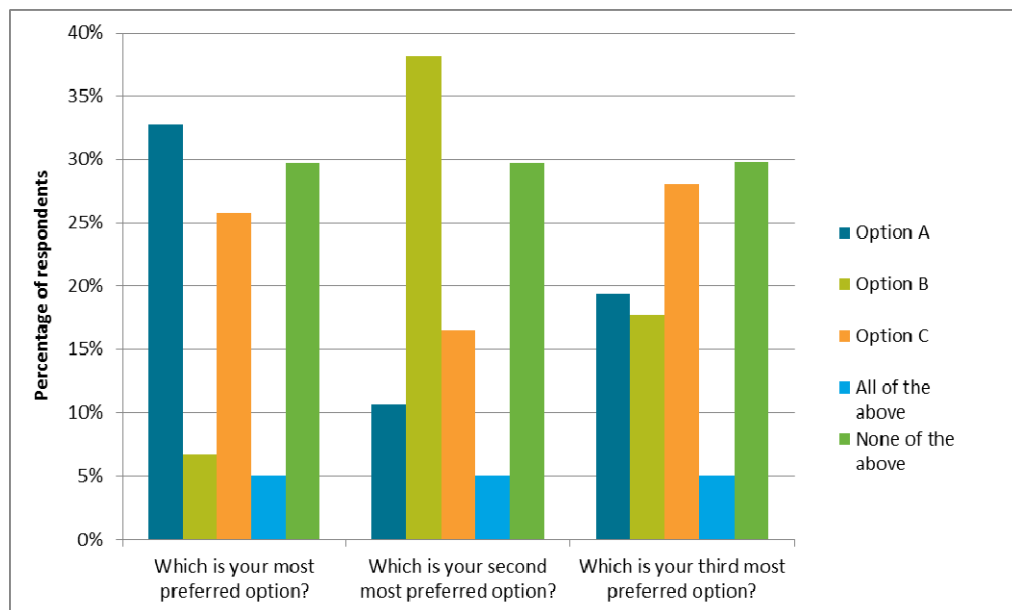


Figure 10 – Churton Park survey response.

The response was not consistent across the suburb as there are differing levels of support for each of the options based on street address. For example, the majority of respondents from Amesbury Drive North voted for Option A as it would extend services to their street, whereas respondents from the older, established, southern area of Churton Park, around Cambrian Street, tended to vote for Options B and C as it would mean a more frequent service down their street.

The survey comments suggest that residents had some difficulty with the service trade-offs presented, the more favoured Option A being counter to the most significant area of concern raised regarding a preference to maintain

existing bus frequencies (77 comments). Option A, by splitting the current service into two separate bus routes both travelling through to Courtenay Place, halves the service level on each compared with the current service.

The second most favoured option, Option C, does address this preference to maintain existing bus frequencies by delivering a higher level of service within Churton Park, enabled by hubbing some trips at off-peak times at Johnsonville.

However, 19 comments expressed concern at the quality of this interchange, with some feedback indicating respondents were assuming an off-peak connection at Johnsonville would be from bus to train with a need to transfer again at Wellington Station from train to bus to reach Courtenay Place, with resulting slower journey times and increased travel cost.

Connections would in fact be free, timed connections between buses operated by the same bus company, and would utilise the proposed high frequency North-South spine with buses departing every ten minutes during weekdays to and from Johnsonville.

Data from the Wellington City Public Transport Model indicates that at off-peak times around half of passengers from Churton Park are travelling to Johnsonville only. Given that under Option C the main route through Churton Park would continue to travel to Courtenay Place at all times, the number of current passengers at off-peak times that would need to connect between buses to reach Wellington between 9am and 3pm would be an average of 1.8 per trip only.

Churton Park Residents Association

Churton Park Residents Association representatives took the opportunity to meet with GWRC officers on 27 January 2014 to review community feedback and discuss issues and concerns.

At this meeting, verbal agreement was reached that Option C would be an acceptable compromise for the Association with requests noted for adjustments to trip times and provision of express buses to be considered when draft timetables are developed.

A modification to the bus routing of Option C was agreed as a means of reducing walk distances for streets not serviced by the main bus route, giving the option to walk to from main bus route at evening times after 7pm (6pm weekends) when the secondary bus route would not be operating. An average of just 2.6 passengers per trip after 7pm would have an additional walk.

5.5 Recommendation

Following consideration of the survey route preferences expressed, and specific comments on issues raised, Option C is considered the best fit given the resource trade-offs involved and resulting service levels that can be delivered.

Option C is therefore recommended as the basis for a final route proposal for Churton Park, as it best addresses concerns raised over reduction of service

levels on specific streets whilst also addressing community expectation for two bus routes to be provided for this growing suburb.

Concern raised with the time of the last bus on the local loop on Option C, which would result in a longer walk after 7pm for residents not located on the main full-time bus route, can be partly addressed by adjusting the main bus route to provide a greater coverage of Westchester Drive, to ensure residents of Earlstoke Crescent are no more than 11 minutes' walk from the main bus route for the times when the local loop is not operating (after 7pm weekdays and 6pm on weekends). This would compare with up to 17 minutes' walk under Option C as consulted.

Figure 11 illustrates the recommended option.

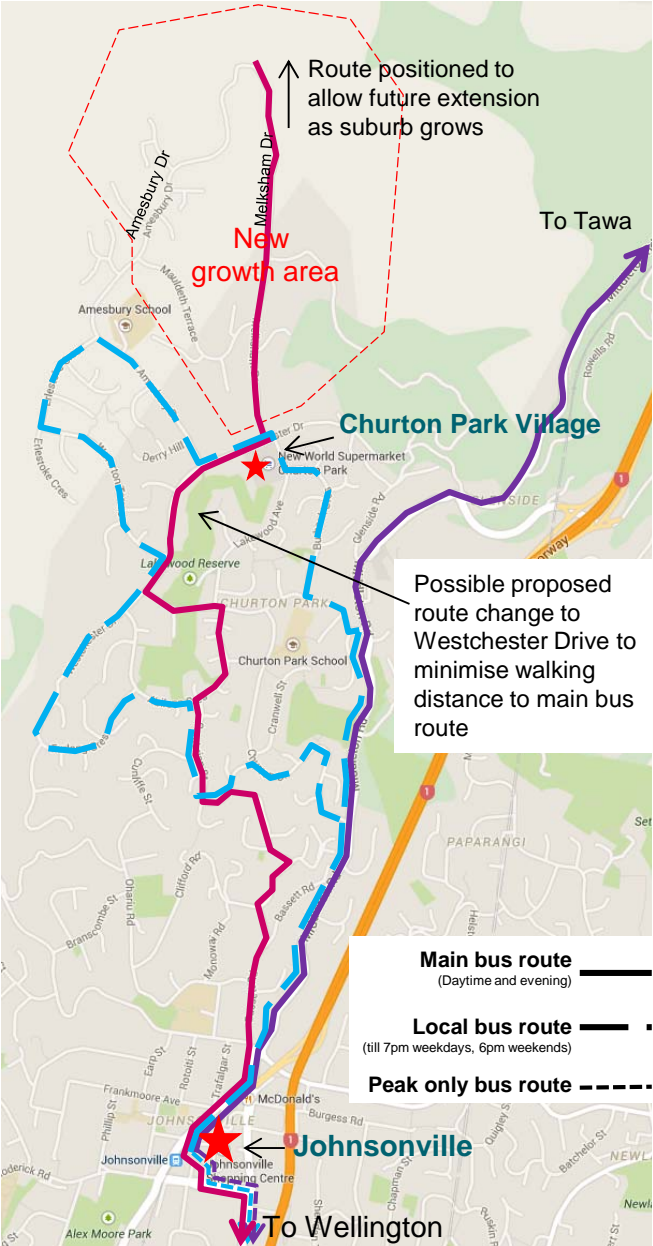


Figure 11 – Recommended bus route option with amended route on Westchester Drive.

The recommended option would be implemented from 2017 as part of the new package of bus services connecting Johnsonville with Wellington, Newtown and Island Bay, as part of the new North-South Spine.

6. Communication

Targeted communication on outcomes will be undertaken with individuals that provided feedback on options consulted, affected resident associations, and Victoria University and the Victoria University of Wellington Student Association.

Media releases will be prepared for each of the areas covered in sections 3, 4 and 5 of this report.

An information drop-in session will be held in Miramar in mid to late March, where staff will be available to discuss the planned new bus network with residents.

A strategic communications plan for the launch of the wider Wellington network from mid 2017 onwards will be prepared nearer to 2017. Prior to any operational changes taking place, information will be distributed ahead of time to the general public using a variety of information channels.

7. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

7.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers have undertaken extensive community consultation on the proposed changes, as detailed in sections 3, 4 and 5 of this report, and have taken the feedback that was received into consideration during decision making. Overall, the proposed changes may have a significant effect on a number of current users but, from a wider network perspective, they will not have a material effect on public transport users in the region as a whole.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

7.1 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. The engagement processes that were followed are set out in sections 3, 4 and 5 of this report.

8. Recommendations

That the Strategy and Policy Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the following amendments be made to the Regional Public Transport Plan*
 - *the future new bus routes for the areas of Khandallah, Ngaio and Broadmeadows be as specified in Option C of the targeted community consultation*
 - *the future new bus routes for Churton Park be as specified in Option C of the targeted community consultation but with the main bus route being modified to travel via Westchester Drive rather than Lakewood Avenue in order to reduce walking distances to the main bus route.*
4. *Adopts the provision of bus services to Victoria University as stated in the adopted Regional Public Transport Plan which includes the discontinuation of the Route 18 when the new Wellington City bus network is introduced from 2017.*
5. *Notes that officers will continue to work with Victoria University with a view to providing some trial services between Victoria University and the suburbs of Karori, Mount Cook and Newtown.*

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Operations

Report approved by:

Wayne Hastie
General Manager, Public
Transport

Attachment 1: Khandallah, Ngaio, Broadmeadows Community Consultation Report

Attachment 2: Victoria University Public Transport Access

Attachment 3: Churton Park & Glenside Community Consultation Report