

**Regional Councillor
update**
Eastbourne Board
June 2026



Metlink Public Transport

- Hutt bus review this year
- Optimisation: savings + enhancements
- Metlink proposing package of changes
- For consultation in July (dates TBC)
- Significant impact on Eastbourne



Cost savings

- Why need to reduce costs?
 - PT is large, increasing cost
 - NZTA refused \$134m in 2024
 - Government 'private share targets'
 - Proposed rates capping
- What already done?
 - Reduced bus purchases
 - Fare increases (35% since 2022)
 - Deferring improvement projects
 - Identified savings for new contracts



Enhancements

- What has Metlink considered?
 - 2025 RPTP focus areas: Wainuiomata, Hutt Valley floor
 - Achievable for 2027/8 contract? Affordable?
 - Fix gaps in coverage and access esp where growth
 - Provide essential capacity vv demand pressure
 - Patronage data, bus-train/ferry connections

Likely proposals - rest of Lower Hutt

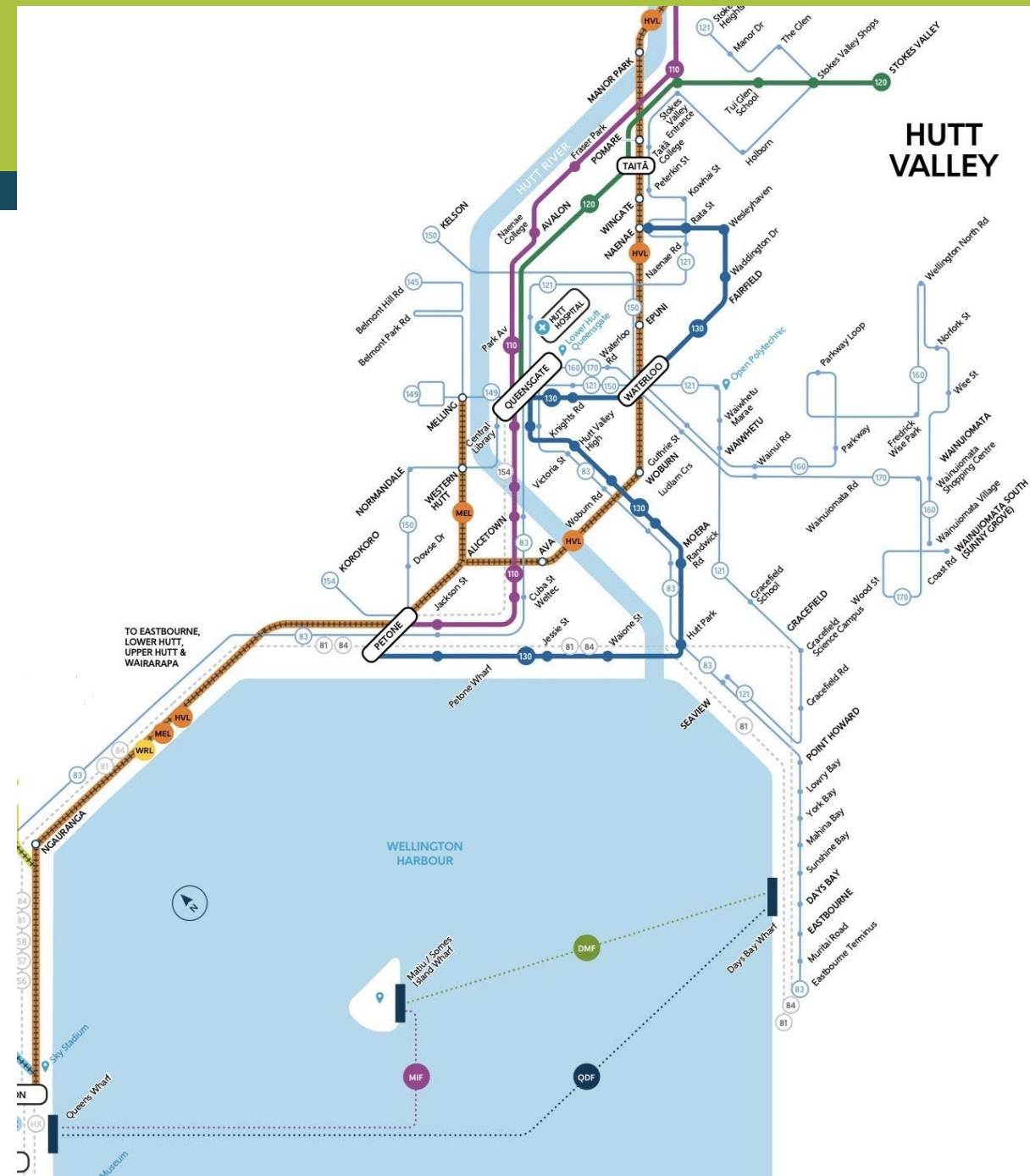
- A Wainuiomata package enhancing connection to Gracefield/Seaview/Petone, Hospital, Wellington City and train connections.
- A Hutt Valley floor package extending 120 Stokes Valley route to Petone, connecting Petone and Hospital.
- Reduce frequency of core 110, 120 and 130 routes from 15 to 20min
- Remove Saturday service from 145 (Belmont) and 149 (Korokoro)

Likely proposals - directly affecting Eastbourne & Bays

- Use DD for off-peak 83, but reduce frequency to 30min (60 to Eastbourne)
- Remove night buses and add later services e.g. 83, but not to Eastbourne
- Truncate 84 bus at Seaview - not continue to Eastbourne
- Re-route half of 81 services to Wainuiomata instead of Eastbourne
- New ferry sailing at evening peak
- Synch ferry and bus timetables for easier bus+ferry connections

What you can do?

- Organise, work together
- Seek information - Crs can help
- Understand the proposals
- Recognise cost pressure & needs
- Ask your MPs & HCC Crs to advocate
- Submit individually and collectively





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