

Final Decisions Table by Route

Proposed Route Number	Proposed Route	Final Decision	Final Route Number	Route Type	Final Route	Frequency	Rationale behind final decisions
30	Onehunga To Manukau Via Airport	No change, route to remain as proposed	30	Frequent	Onehunga To Manukau Via Airport	At least every 15 minutes	Frequent routes need to be most direct. One airport service that will be branded and easily marketed to customers. Mangere Bridge customers can change at Mangere Bridge Village or Mangere Town Centre from 309 service. Otahuhu customers can catch the frequent 32 to connect with the 30.
31A	Mangere Town Centre To Ormiston Via Otara	Change from Connector to Local Renumber 314 Route to commence in Flat Bush/Ormiston and finish at Papatoetoe station	314	Local	Papatoetoe Station to Flat Bush via Otara and Ormiston Rd	Peak every 30 minutes Off Peak every 60 minutes	31B to become frequent route 31 therefore additional frequency not required between Mangere and Otara on an extra route. No longer 2 connector routes creating a frequent service as requests for no A/B services. Local Service provides access to Papatoetoe train station and bus routes (Otara, Hunters Corner and Papatoetoe) for onward journeys for people in Ormiston/Flat Bush
31B	Mangere Town Centre to Botany via Papatoetoe, Hunters Corner and Otara	Route to remain as proposed but be upgraded to Frequent and renumbered 31	31	Frequent	Mangere Town Centre to Botany via Papatoetoe, Hunters Corner and Otara	At least every 15 minutes	Submitters requests for increased frequency to Botany. Frequent routes need to be most direct and provide access to train stations. Route is on Shirley Road to provide the most direct access to Papatoetoe Station and to avoid congestion on St George Street (Old Papatoetoe Town Centre).
32	Mangere Town Centre to Sylvia Park via Otahuhu Station and Otahuhu Town Centre	Route to remain as proposed	32	Frequent	Mangere Town Centre to Sylvia Park via Otahuhu Station and Otahuhu Town Centre	At least every 15 minutes	Positive feedback on this route/connections
33A	Papakura to Otahuhu Station via Great South Rd, Manurewa, Manukau and Otahuhu Town Centre	Route to remain as proposed but be upgraded to Frequent and renumbered 33.	33	Frequent	Papakura to Otahuhu Station via Great South Rd, Manurewa, Manukau and Otahuhu Town Centre	At least every 15 minutes	Submitters requests for increased frequency between Papakura and other destinations along route. Requests for no A/B services. Addresses concerns of lack of bus services along Great South Road if Te Mahia station is closed.
33B	Weymouth To Otahuhu Station Via Great South Rd	Route to commence in Weymouth and follow proposed route but stop at Manukau Renumber 362	362	Connector	Weymouth to Manukau Station via Manurewa and Great South Rd	Peak every 15 minutes Off Peak every 30 minutes	Creates high frequency service between Manurewa and Manukau along with route 33. Provides connections to local shops and 2 train stations / bus interchanges for connections to other services.
301	Mangere Town Centre To Civic / Queen St	Remove 301 Route: Replace this route with 309x that follows current 305x. 309x to bypass Onehunga. 309x to not stop after Greenwoods Corner City end of route to follow current 304/305 route. 309x - 15 minutes at peak.	309x	Peak Only	Mangere Town Centre to City via Favona, Mangere Bridge, Queenstown Rd and Pah Rd (non-stop from Greenwoods Corner to Newmarket)	15 minutes (Peak only)	Submissions request return of 305x route as opposed to 301. Submissions regarding loss of express services from Mangere and Mangere Bridge to city. Provides express service that bypasses Onehunga. Route to follow 304/305 in city and terminate at Civic to reduce buses at Britomart.
309	Mangere Town Centre To Civic / Queen St	Change route in Favona to go Robertson - Wakefield - Harania - Favona Rd City end of route to follow current 304/305 route.	309	Connector	Mangere Town Centre to City via Favona, Mangere Bridge, Onehunga, Queenstown Rd and Pah Rd	At least every 30 minutes	Submissions requested return of 305 route. Provides more coverage for Mangere, Favona, Mangere Bridge to city. Higher frequency of services than now as requested by submitters. Route to follow 304/305 in city and terminate at Civic to reduce buses at Britomart.

Appendix Two

Proposed Route Number	Proposed Route	Final Decision	Final Route Number	Route Type	Final Route	Frequency	Rationale behind final decisions
311	Mangere Town Centre To The Landing	Delete Route: Potential for future route investigation as area develops and demand increases	Deleted	Deleted	Deleted	Deleted	Submitter requests to not have a service on Westney Road due to 2 schools and SPCA. Local Board and community fought hard to stop trucks using Westney/Kirkbride as many local school children have to cross Westney Road. PT Planners drove route and found that Westney has 3 1/2 tonnes weight restrictions, difficult to turn right into Massey Road (6 minutes), pedestrian lights to left and right so would need signalised intersection and removal of pedestrian crossings, kids crossing in front of buses, not large catchment. Extension of 313 will go past Westney Road to service this area and provide connections to Onehunga, Mangere Bridge, Mangere Town Centre, Papatoetoe and Manukau
313	Mangere Town Centre To Manukau Station Via Papatoetoe	Extension of route to Onehunga via Orly Ave - Thomas Rd - Massey Rd - Kirkbride Rd - McKenzie Rd - Miller Rd - Mountain Rd - Coronation Rd and motorway	313	Connector	Onehunga to Manukau via Mangere Bridge, Mangere Town Centre, Henwood Rd, Old Papatoetoe and Wallace Rd	*Peak every 20 minutes *Off Peak every 30 minutes	Submitters in Westney Rd and surrounding streets requested an all day service not peak only. Westney, Mountain, Kirkbride, McKenzie etc. lost connections therefore this extension creates connections with Onehunga, Mangere Bridge, Mangere, Papatoetoe and Manukau. Requests for Mangere Bridge to Manukau and Onehunga to Manukau direct. *Exact frequency of 313 extension to be determined as part of tendering process
314	Mangere Town Centre To Middlemore Hospital West	Extension of route to Otahuhu and to be renumbered 326 Route to run Graeme Ave, Earlsworth, Rd Gray Ave, Massey Rd, Mangere Rd, Great South Road , Otahuhu Town Centre and Otahuhu IC	326	Local	Mangere Town Centre to Otahuhu Station via Tidal Rd, Portage Rd and Middlemore Hospital (west)	Peak every 30 minutes Off Peak every 60 minutes	Submissions requesting connection with Otahuhu from Mangere/Papatoetoe suburbs (current 428) It is Auckland Transport's intention to connect the route into Middlemore Hospital depending on access discussions with the DHB. Landon and Milton Rd not good for buses, cars parked on-street everywhere, car park full
319	Otahuhu Station To Ellerslie Station Via Saleyards Road	319 to be extended to Auckland City in peak hours and renumbered 322. Commence at Otahuhu interchange and go through Town Centre then along Grt Sth Rd and into Kalmia at Ellerslie. Peak to city, off-peak only to Ellerslie City end to follow current route Symonds St to Customs Street.	322	Local	Otahuhu Station to Ellerslie Station via Penrose Otahuhu Station to CBD via Ellerslie Station (Peak only)	Peak every 30 minutes Off Peak every 60 minutes (weekday only service)	Submitters requesting retention of Otahuhu to city and Otahuhu express services. Otahuhu to Symonds St connection. Saleyards Road not a good pedestrian environment. Great South Rd more pedestrians. Rail replacement bus stop for Westfield currently on Great South Rd. Lots of trucks on Saleyards Road - not good for bus stops. Issues with capacity of peak buses along Great South Rd, between Harp of Erin and city if all southern buses removed. Current Howick and Eastern services at capacity. Peak/express services are transitional and will be reviewed once the New Network, including electrification and integrated fares, has been in place for a reasonable period of time. *Another option is being investigated to serve this area so the 322 route has not yet been finalised and is subject to change
324	Mangere Town Centre To Seaside Park Via Otahuhu	Amend the route to follow current 409 to Seaside Park via Princes St and back to Otahuhu interchange via Frank Grey Place, Trenwith St, Water St and Avenue Rd	324	Local	Mangere Town Centre to Seaside Park via Favona, James Fletcher Dr and Otahuhu Station/Town Centre	Peak every 30 minutes Off Peak every 60 minutes	Still serves current catchment. Covers loss of service on Princes St due to no express buses and provides connections to Otahuhu Town Centre and Interchange (only 10 mins on the loop) for connections with trains and other bus services.
325	Mangere Town Centre To Manukau Station Via Otahuhu And Otara	Change to follow current 497 route - Dawson, Matthews, Aspiring, Hollyford, Te Irirangi, Diorella. Change to every 15 minutes at peak. Change left off Wickman Way into Tennessee Ave, Blake Rd, right into Vine 15 mins at peak and 30 off-peak	325	Connector	Mangere Town Centre to Manukau via Otahuhu Station/Town Centre, Otara and Bairds Rd	Peak every 15 minutes Off Peak every 30 minutes	Submissions requesting current 497 (Dawson, Matthews, Aspiring, Hollyford, Te Irirangi, Diorella) and Tennessee Ave/Blake Rd. Connection maintained for Clover Park/Chapel Downs to Otara. Current infrastructure on these streets continues to be utilised reducing cost of new infrastructure on new streets.

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352	Panmure To Manukau Station Via East Tamaki	Amend route to turn right from Business Parade Sth onto Sir Woolf Fisher Drive, then left onto El Kobar Drive, and then left again onto Pukekiwiriki Place, before turning right onto Kerwyn Ave to rejoin the existing route on Kerwyn Ave then go into Lady Ruby - Accent Dr - Te Irirangi Dr - Ormiston Rd - Preston Rd. Span of service: 5am - 9am and 2pm - 7pm then review after 6-12 months - aim to get people to work by 5.50am 20 minute frequency	352	Peak Only	Panmure to Manukau via Highbrook and East Tamaki (both directions)	Peak Only every 20 minutes - 5am to 9am and 2pm to 7pm	Responding to submissions (particularly Greater East Tamaki Business Association) to provide increased access and coverage to East Tamaki and Highbrook
353	Manukau Station To Botany Town Centre Via Preston Rd	No change, route to remain as proposed	353	Connector	Manukau to Botany Town Centre via Preston Rd, Springs Rd, Harris Rd and Greenmount Dr	Peak every 20 minutes Off Peak every 30 minutes	Pensioner Flats 10-14 Hills Road only 400m walking distance to stops on East Tamaki Road. Connect from 31 to 33 at Hunters Corner or 325/361 at Otara to get to Manukau. Hills Road will now be part of the frequent network.
363	Manurewa Interchange To Wattle Downs To Manurewa Interchange	No change, route to remain as proposed	363	Connector	Manurewa Interchange To Wattle Downs To Manurewa Interchange	Peak every 20 minutes Off Peak every 30 minutes	
364	Manurewa To Otara / MIT Via Mahia Rd	Route to remain as proposed To be renumbered 361	361	Connector	Manurewa to Otara MIT North Campus via Clendon Park, Homai, Manukau and Tui Rd	Peak every 20 minutes Off Peak every 30 minutes	To be renumbered 361 to have consistent route numbering as we have created the 362 in place of 33B. An investigation will be carried out in regards to where bus stops should be located to best serve Homai Station.
365	Papakura To Manukau Station Via Porchester Rd	Amend route to follow Riverton to Shifnal to Hyperion, not via Trimdon.	365	Connector	Manukau to Papakura via Homai, Manurewa, Randwick Park and Porchester Rd	Peak every 20 minutes Off Peak every 30 minutes	Submitter requests to retain service on Shifnal Drive. Trimdon very narrow residential street not suitable for large buses. Children play on street.
366	Manurewa To Manukau Station Via The Gardens	No change, route to remain as proposed	366	Connector	Manurewa to Manukau via The Gardens and Everglade Dr	Peak every 20 minutes Off Peak every 30 minutes	No direct/loop to Auckland Botanic Gardens only. Frequent access to Gardens - 20 minutes peak and 30 minutes off peak. Only takes 15 mins to Botanic Gardens. This is a marketing/customer information issue therefore this service will need to be advertised as the bus to catch to Auckland Botanic Gardens.
368	Wiri Industrial Loop Clockwise	No change, route to remain as proposed Every 30 mins to get people to work by 6am	368	Peak Only	Wiri Industrial Loop Clockwise	Peak Only every 30 minutes - 5.30am to 9am and 4pm to 6.30pm	
369	Wiri Industrial Loop Anticlockwise	No change, route to remain as proposed Every 30 mins to get people to work by 6am	369	Peak Only	Wiri Industrial Loop Anticlockwise	Peak Only every 30 minutes - 5.15am to 9.15am and 3.45pm to 6.15pm	
371	Takanini Station To Papakura Interchange	371 route to remain as proposed except for change in Papakura Town Centre and will be timed to meet trains at Takanini. Change in Papakura - Great South Road, (Left) into Averill Street, (Right) into Railway St West, into Papakura Interchange.	371	Local	Takanini Station to Papakura Station via Bruce Pulman Park, Cosgrave Rd, and Old Wairoa Rd	Peak every 30 minutes Off Peak every 60 minutes	Requests for all Papakura routes to serve the town centre and train station. No extension to cover Conifer Grove. This area will be reviewed once Manukau Golf Course development progresses.
372	Papakura Interchange To Keri Hill Loop	372 route to remain as proposed except for change in Papakura Town Centre. Route to go to train station then Railway St West, Broadway, O'Shannessy St and terminate. Route to restart on Great South Road, Averill St - train station - then follow own route	372	Connector	Papakura Station to Dominion Rd via Willis Rd and Sheehan Ave and return via Clevedon Rd	Peak every 20 minutes Off Peak every 30 minutes	Requests for all Papakura routes to serve the town centre and train station. No change to cover Shirley Avenue as it has bus routes on both roads at each end of the street.

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373	Red Hill To Papakura Interchange	373 route to remain as proposed except for change in Papakura Town Centre. Route to go to train station then Railway St West, Broadway, O'Shannessey St and terminate. Route to restart on Great South Road, Averill St - train station - then follow own route	373	Local	Redhill to Papakura via Settlement Rd	Peak every 30 minutes Off Peak every 60 minutes	Requests for all Papakura routes to serve the town centre and train station. Route to remain as is - most direct route
		New Route: Papakura Train Station - Wood Street - Great South Road - Opaheke Road - Boundary Road - Greenhaven Avenue - Short Street - Opaheke Road Route to go to IC then Railway St West, Broadway, O'Shannessey St and terminate. Route to restart on Great South Road, Averill St - IC - then follow own route	374	Local	Opaheke to Papakura	Peak every 30 minutes Off Peak every 60 minutes	New service at the request of Papakura Local Board. Requests for all Papakura routes to serve the town centre and train station.
376	Drury To Papakura Interchange	376 route to remain as proposed except for change in Papakura Town Centre. Route to go to train station then Railway St West, Broadway, O'Shannessey St and terminate. Route to restart on Great South Road, Averill St - train station - then follow own route	376	Local	Drury to Papakura	Peak every 30 minutes Off Peak every 60 minutes	Requests for all Papakura routes to serve the town centre and train station. Not to run via Drury Industrial due to one way bridge and area is only 500-700m away from current bus stops. Easier to turn the bus at the roundabout.
377	Pahurehure To Papakura Interchange	Route to go Elliot St - Broadway - Railway St West to train station and follow same route out (not go via Wood Street) Route to go via Jupiter/Chichester/Tatariki	377	Connector	Rosehill and Pahurehure to Papakura	Peak every 20 minutes Off Peak every 30 minutes	Requests for all Papakura routes to serve the town centre and train station. Jupiter/Chichester/Tatariki route requested by submitter and also easier for driver manoeuvrability - hard to turn Edinburgh/Tatariki/Goodwin
378	Papakura Interchange To Karaka Harbourside Loop	376 route to remain as proposed except for change in Papakura Town Centre. Route to go to train station then Railway St West, Broadway, O'Shannessey St and terminate. Route to restart on Great South Road, Averill St - train station - then follow own route	378	Local	Karaka Harbourside to Papakura	Peak every 30 minutes Off Peak every 60 minutes	378 will be extended to Karaka as the area develops, currently no access to Oakland Road from Pararekau Road
		Retain reduced express services from Papakura to Auckland - will go on the motorway at Redoubt Road and follow same route in city as current 477x. Same path as 33 to Manukau, turn right onto motorway, same path into town - end at stop 7028 on Commerce Street	360X	Peak Only	Papakura to City via Manurewa and EXPRESS via motorway. On at Redoubt Rd, off at Symonds St	4 morning peak (6.10am - 7.10am) 4 afternoon peak (4.05pm - 5.35pm)	Responding to submissions and petitions desire for continuation of Papakura and Manurewa peak express services. Peak/express services are transitional and will be reviewed once the New Network, including electrification and integrated fares, has been in place for a reasonable period of time.