



Help shape the future of bus services in the Hutt Valley

Feedback open from
17 August till 6 September 2026



We're reviewing bus services across the Hutt Valley to make sure the network continues to work well for you now and in the future. As part of this, we're looking at how to balance accessibility and affordability while providing a network that meets the community's needs.

Some services may change, some may reduce, and some new connections are being considered. Before any decisions are made, we want to hear what matters most to you.

Provide your feedback online between 17 August and 6 September.

Visit metlink.org.nz/hutt-bus-review



About the review

We're considering a range of options

No decisions have been made. We're seeking feedback on a range of possible changes before recommendations are developed for Council.

We need to understand community priorities

We're interested in what matters most to communities when balancing affordability, frequency, coverage, connections and access to services.

The proposals include both improvements and reductions

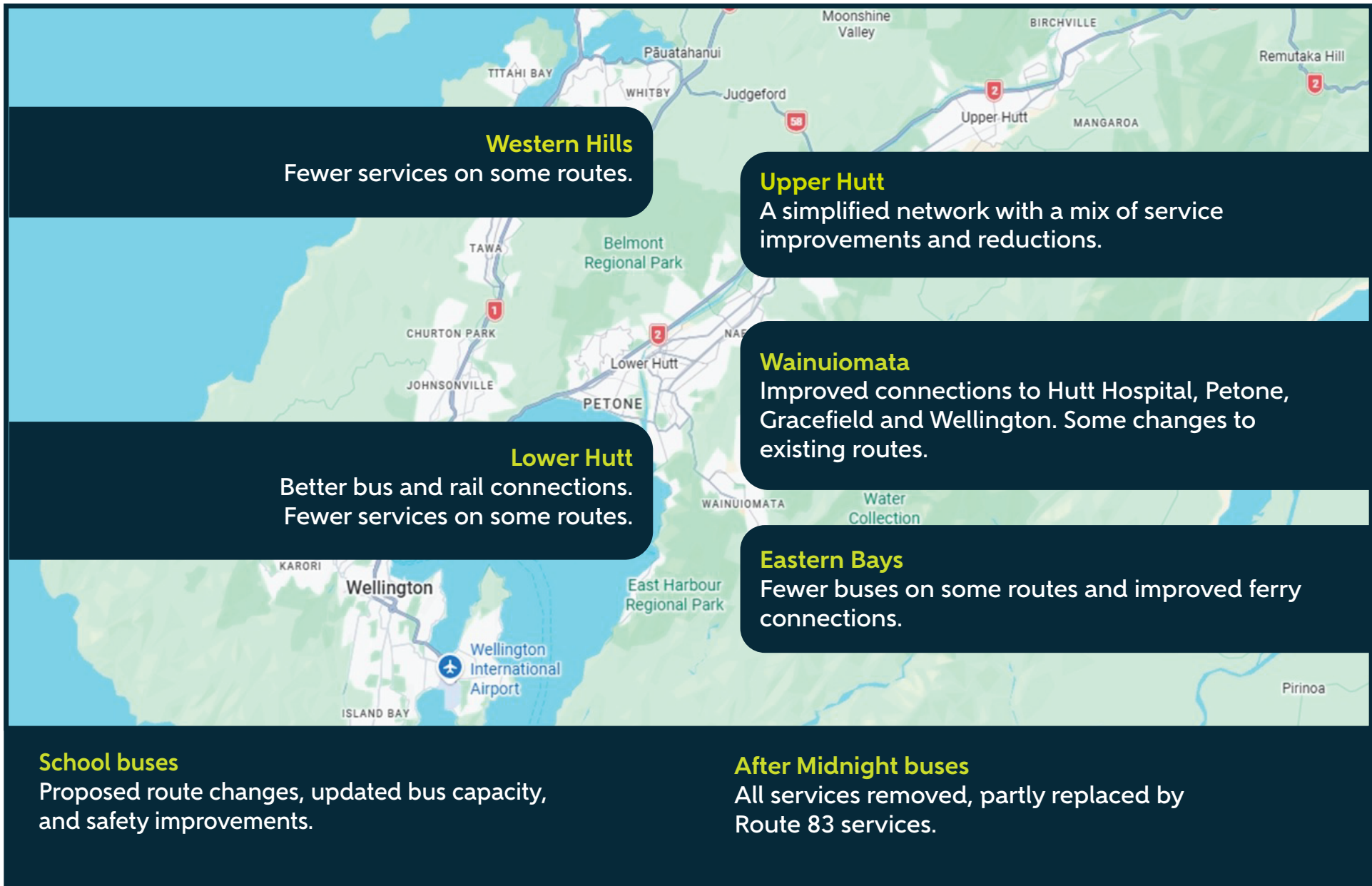
The options include a mix of proposed service changes, service reductions and new connections designed to better meet current and future travel needs.

Your feedback will help shape recommendations

Community feedback, alongside customer research and operational analysis, will help inform the recommendations presented to Council.

Summary of proposed changes





Buses

Route	Service change	Summary of changes
81	Route change	Half of services to start and end in Wainuiomata.
83	Less frequent services	Less frequent buses during off-peak times.
84	Route shortened	Services to start and end in Seaview.
110	Less frequent services and route change	Less frequent daytime services and the route extended to serve Maoribank, Timberlea and Te Marua.
111	Route change	Totara Park double loop would be removed.
112	Route removed	Replaced by extended Route 110.
113	Less frequent services	Services reduced to school times only.
115	Route change	Reroute to serve Alexander Drive and Wallaceville Estate.
120	Less frequent services and route change.	Less frequent daytime services and extension of route to Waterloo, Waiwhetu and Wainuiomata.
121	Route change	Route extended to Petone.
130	Less frequent services	Less frequent daytime services.
145	Less frequent services	Removal of Saturday service.
150	Less frequent services and route change	Less frequent daytime services and more direct route at Western Hutt.
154	Less frequent services	Removal of Saturday service.
160	Route removed	Route replaced by new extended Route 120 serving Wainuiomata Road, Fitzherbert Road, Wise Street and Wellington Road.
170	Route change	Route changes to travel via Parkway.

Ferry

Service change	Summary of changes
Improved connections	Connecting bus services linking Eastbourne with Ferry.

After Midnight

Route	Service change	Summary of changes
N8	Route removed – alternative services	Services removed, partly replaced by additional Route 83 services.
N22	Route removed – alternative services	Services removed, partly replaced by additional Route 83 services.
N66	Route removed – alternative services	Services removed, partly replaced by additional Route 83 services.
N88	Route removed – alternative services	Services removed, partly replaced by additional Route 83 services.

Note: All Metlink After Midnight services with “N” prefix are being phased out.

Details of changes by route

81 – Wellington – Petone – Eastbourne

We are proposing a **route change** that would see half of all services start and end in Wainuiomata.



Current route



Pros: More people benefit from the Route 81 service without affecting the majority of passengers from Petone.

A low cost way to provide improved connections to employment areas for Wainuiomata.

Cons: Passengers using the 81 from Eastbourne to Point Howard will have half as many services.

Alternative route options: The 83 will still run half-hourly on peak and hourly off-peak from Eastbourne. New connecting buses will improve access to East by West Ferry to Wellington City.

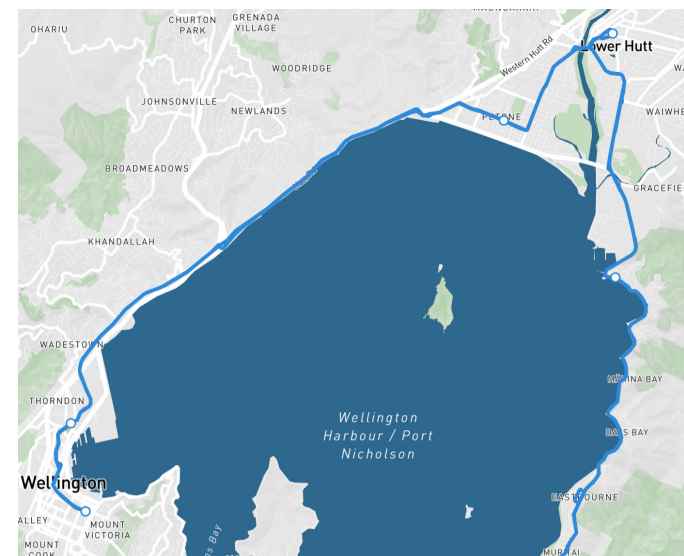
83 – Eastbourne – Lower Hutt – Petone - Wellington

We are proposing **less frequent services** and **extended operating hours** on Route 83, including:

- Reducing weekday services between Wellington and Lower Hutt to every 30 minutes.
- Reducing daytime and weekend services between Eastbourne and Lower Hutt to every 60 minutes.
- Extending operating hours to partially replace After Midnight services.

Extra route 83 buses proposed between Wellington and Lower Hutt	Friday night	Saturday night
Current last route 83 bus from Courtenay Place to Lower Hutt	11:35pm	11:45pm
Proposed extra buses from Courtenay Place to Lower Hutt	12:30am, 1:30am, 2:30am	12:30am, 1:30am, 2:30am
Current last bus from Lower Hutt to Courtenay Place	10:53pm	10:48pm
Proposed extra buses from Lower Hutt to Courtenay Place	11:50pm, 12:50am, 1:50am	11:50pm, 12:50am, 1:50am

Current route



Pros: Saves money for ratepayers.

Provides additional late-night travel options..

Cons: Services would operate less frequently during the day.

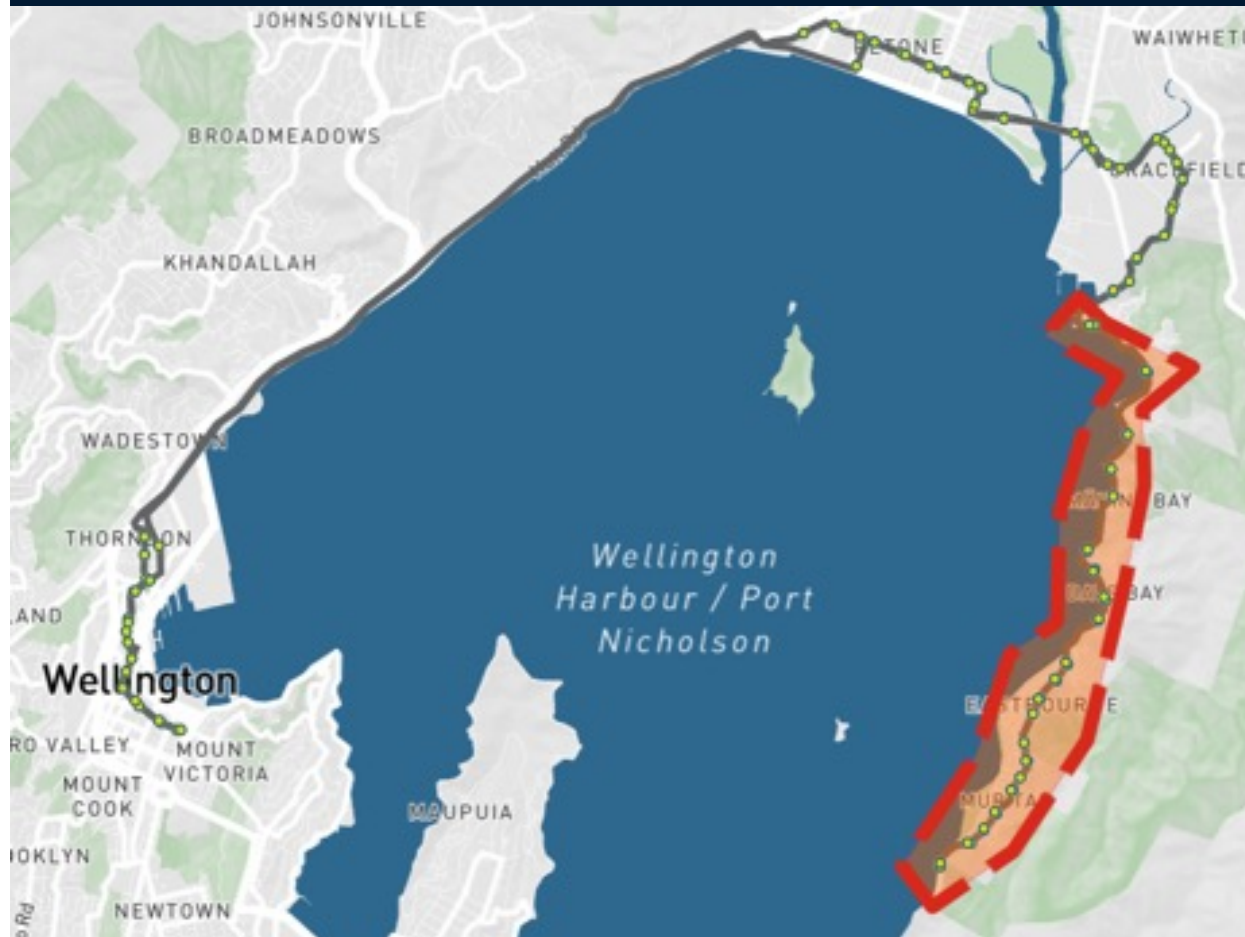
Alternative route options:

- Between Wellington and Lower Hutt, passengers would wait no more than 15 minutes for another service.
- Between Lower Hutt and Eastbourne, passengers would wait no more than 30 minutes for another service.

Notes: Final timetables will be confirmed following Council decisions on the proposed changes. The timetable shown is **indicative only**.

84 – Eastbourne – Gracefield – Petone – Wellington

We are proposing to **shorten the route**, with services starting and ending in Gracefield/Seaview.



Current route



Pros: Saves money for ratepayers.

Cons: Minimal impact (only 1-3 passengers per bus).

Alternative route options: The 83 services will continue to operate from Wellington to Eastbourne, with direct ferry services to Wellington also an option.

110 – Emerald Hill – Upper Hutt – Lower Hutt - Petone

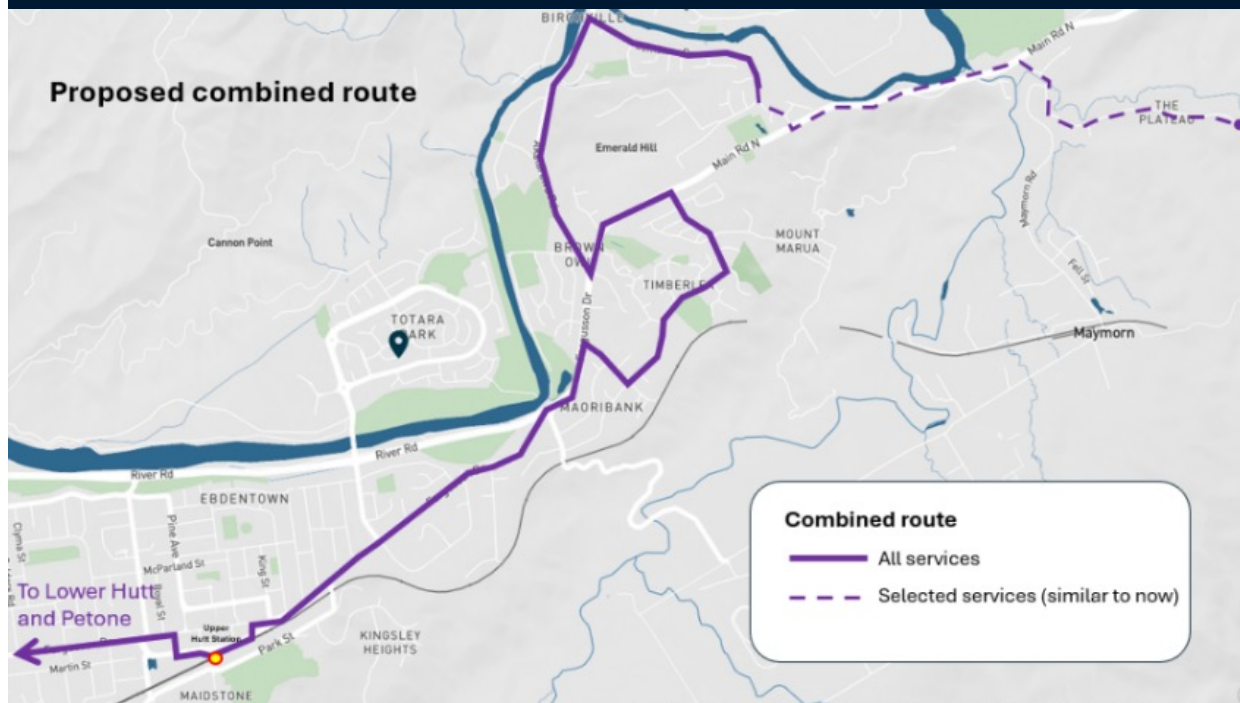
We are proposing changes to **how often services run** and to the **routes they follow**.

a) Less frequent daytime services

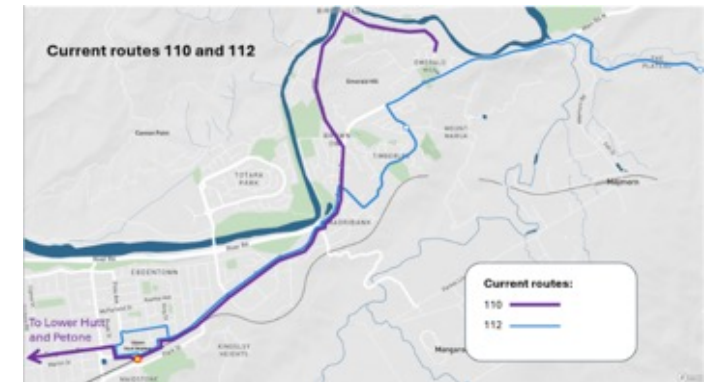
Between Upper Hutt and Petone (reduced to 20 mins weekdays, and 30 mins on Saturdays).

b) Merge with Route 112

The Route 110 is extended to include Maoribank, Timberlea and Te Marua replacing the current Route 112.



Current route



Pros: a) Aligns better with the train services.

b) More frequent services north of Upper Hutt Station, direct access to Lower Hutt for Maoribank, Timberlea and Te Marua.

Cons: a) Less frequent buses between Petone and Upper Hutt (5-15 mins additional wait time).

b) Fewer direct journeys from Emerald Hill and Te Marua.

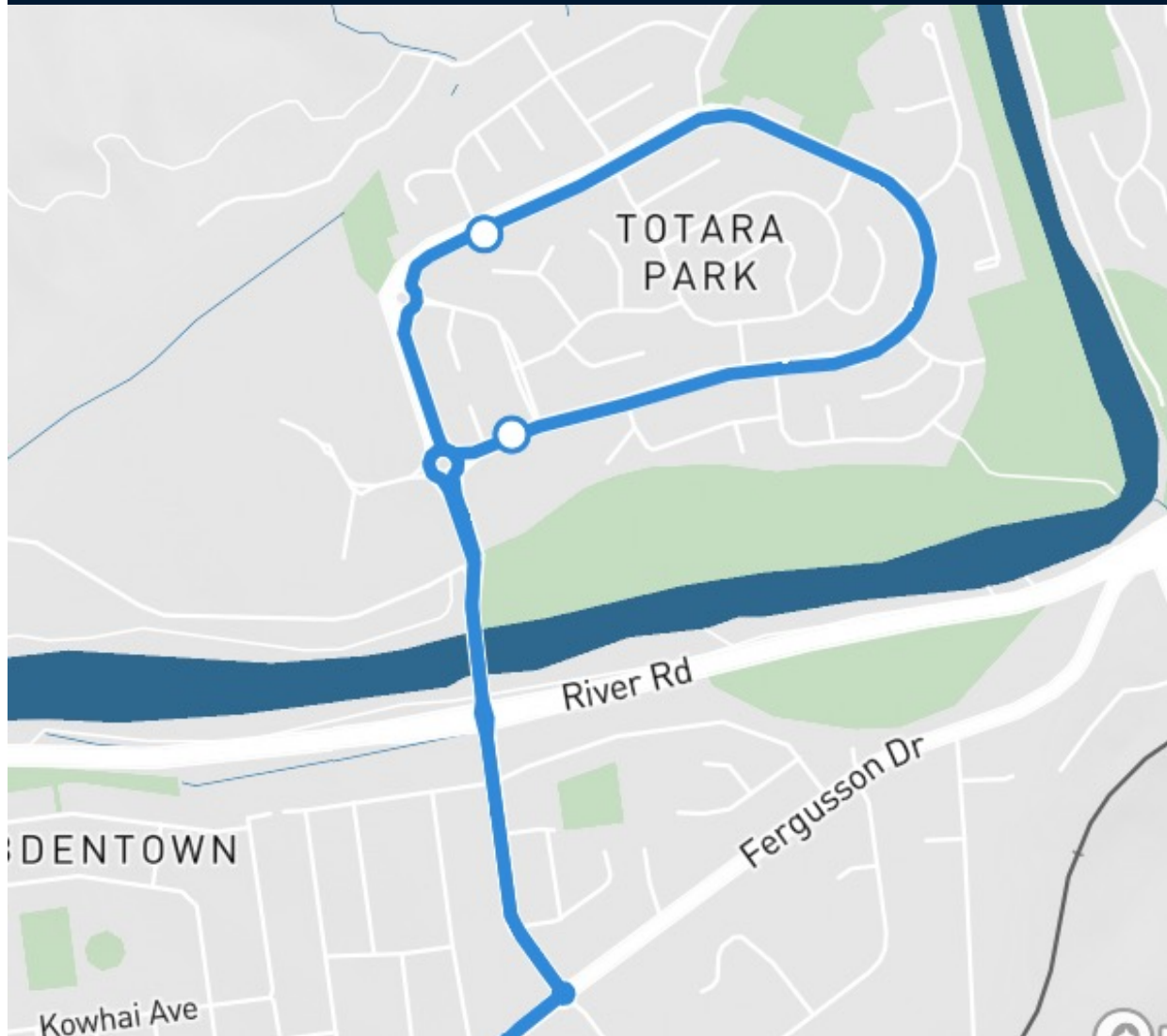
Alternative route options: Passengers travelling south of Upper Hutt may experience longer wait times.

Passengers from Upper Hutt to Emerald Hill will benefit from this change as it means higher frequency and better train connections. Passengers in Maoribank, Timberlea and Te Marua will benefit with single seat rides to Lower Hutt and Hutt Hospital, removing the need to transfer.

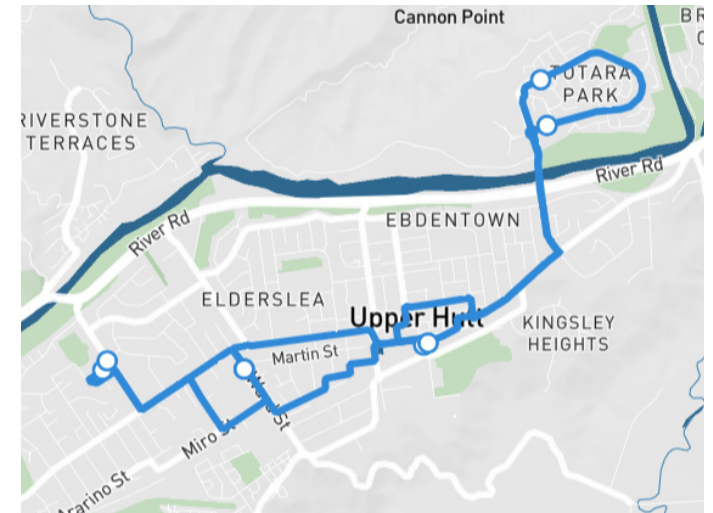
Note: Only select services would run the full route to and from Te Marua – This area would have a similar service frequency to the current service.

111 – Upper Hutt – Totara Park – Upper Hutt

We are proposing a **route change** that would remove the Totara Park double loop on off-peak services. Peak services would remain unchanged.



Current route



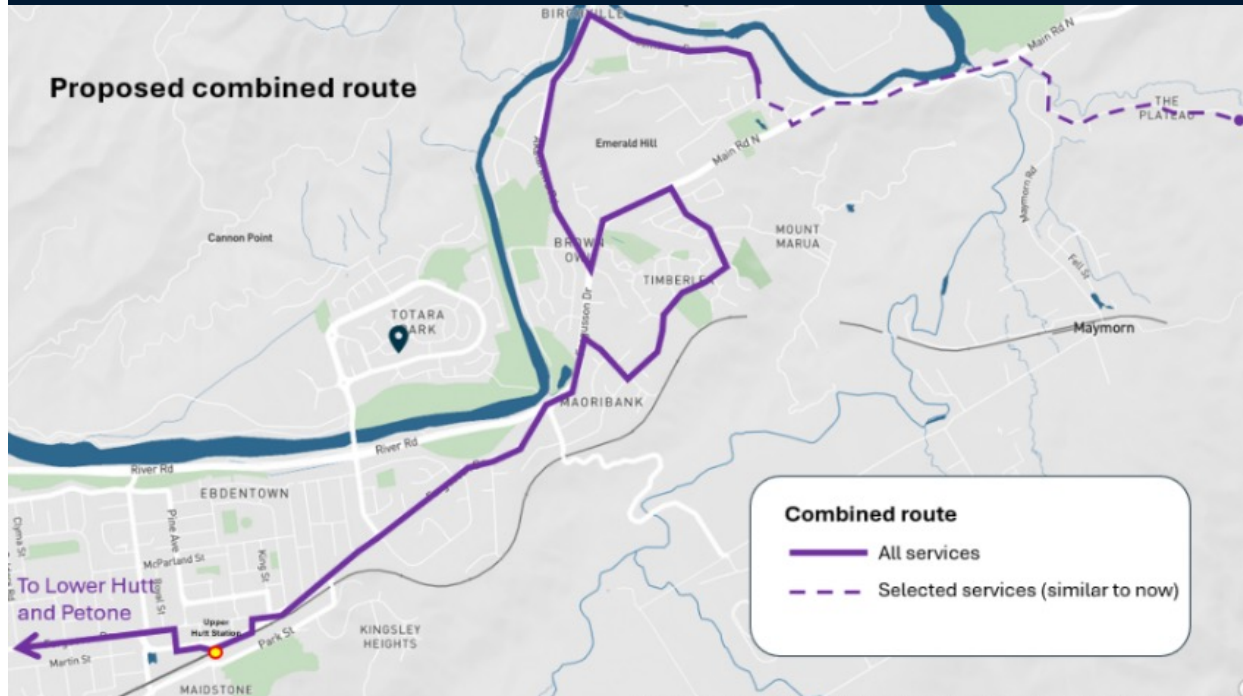
Pros: Saves money for ratepayers.

Cons: Some passengers may experience longer wait times, including a few additional minutes when transferring between bus and train services.

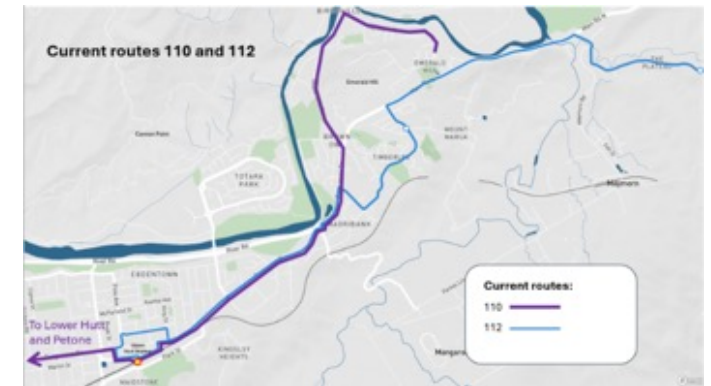
Note: The current route loops through Totara Park twice, once for pick-ups and once for drop-offs. We are proposing to remove the second loop so buses travel through the area only once.

112 – Te Marua – Timberlea – Maoribank – Upper Hutt

We are proposing to **remove** Route 112 and **replace** it with an extended Route 110.



Current route



Pros: Passengers may experience changes to their current journey and may need to travel on a different route than they do today.

Alternative route options: Passengers would use Route 110 instead.

Note: Only select services would run the full route to and from Te Marua – This area would have a similar service frequency to the current service.

113 – Riverstone Terraces – Upper Hutt

We are proposing to **reduce** Route 113 to school-time services only. All other services would be withdrawn.

Due to very low usage the service is proposed to be reduced to operate at school times only.

The remaining school-time services will continue to depart Riverstone Terraces at 8:12am and Upper Hutt Station at 3:25pm.

Current route



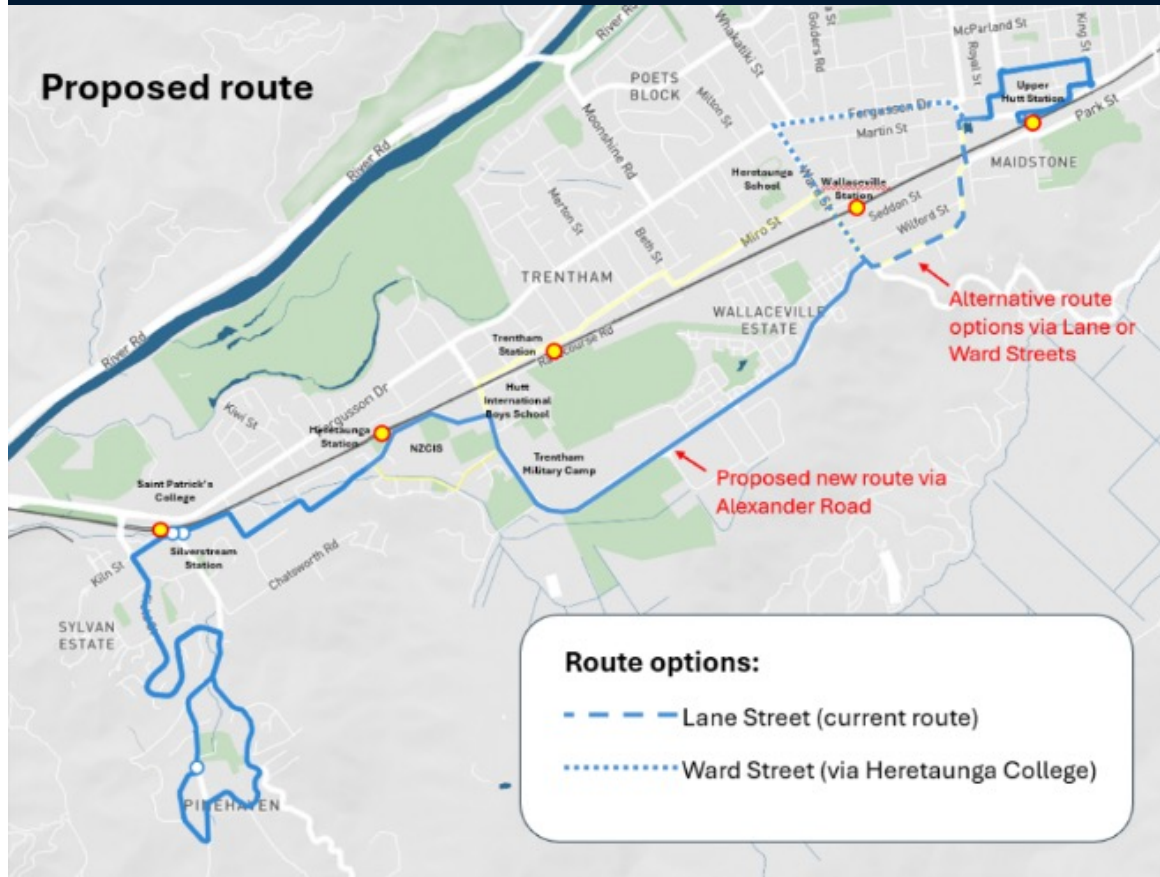
Pros: Saves money for ratepayers.

Cons: No service outside of school times.

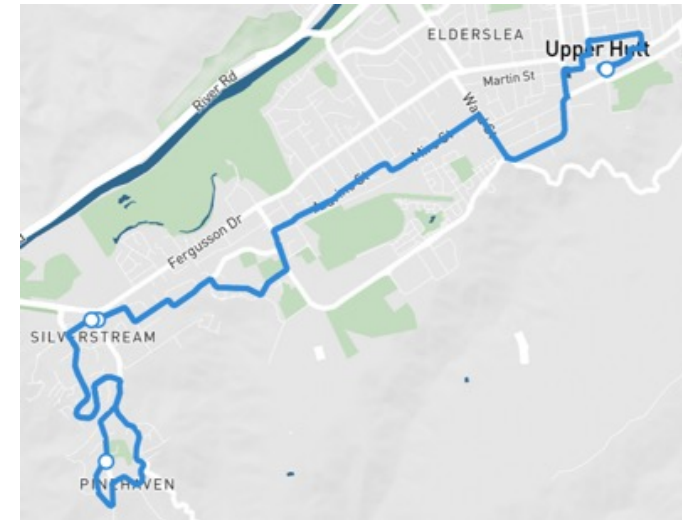
Alternative route options: Passengers wishing to travel outside school times would not have an alternative bus service available.

115 – Upper Hutt – Pinehaven – Upper Hutt

We are proposing a **route change** to better serve Alexander Drive and the Wallaceville Estate.



Current route



Pros: a) The Route 115 is proposed to be rerouted via Alexander Road to reach local employment and the Wallaceville estate.

b) The route will better serve the New Zealand Campus of Innovation and Sport and Heretaunga Station.

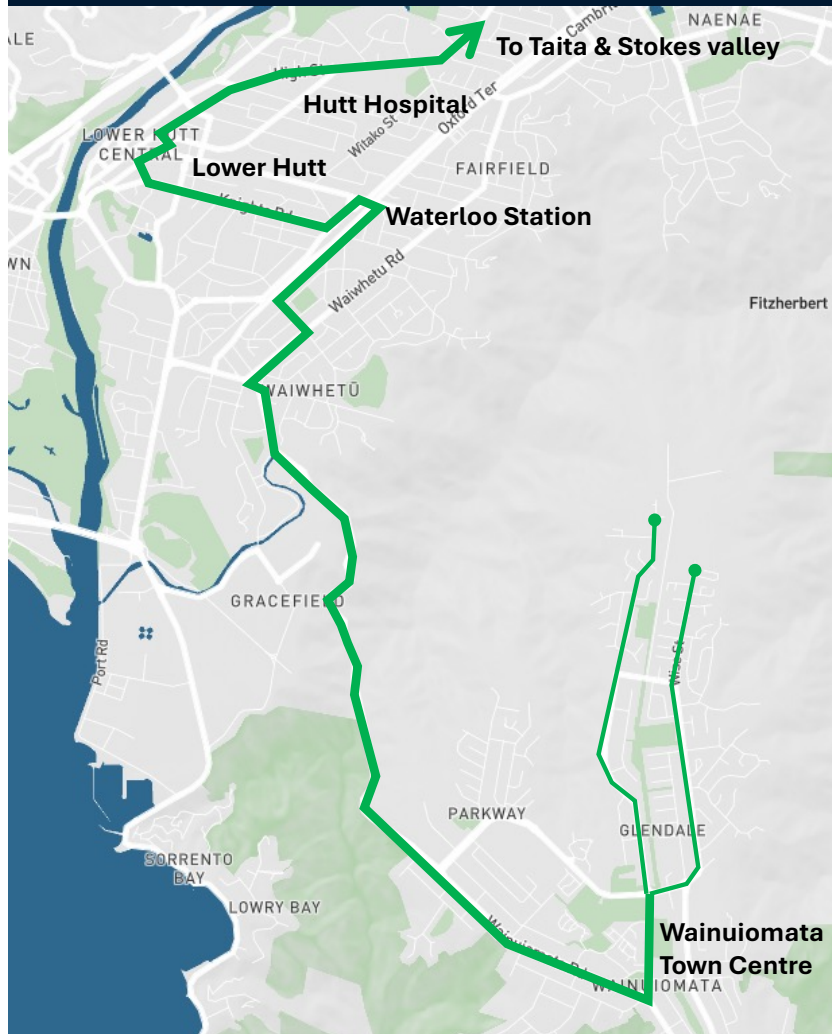
Cons: These proposals would result in the removal of buses from Pinehill Crescent, Gallipoli Road, Ararino Street and Miro Street, however there are alternative stops and services nearby.

Alternative route options: Passengers using stops from Pinehill Crescent, Gallipoli Road, Ararino Street and Miro Street can catch the train from Wallaceville station, or walk to Fergusson Drive and catch the 110.

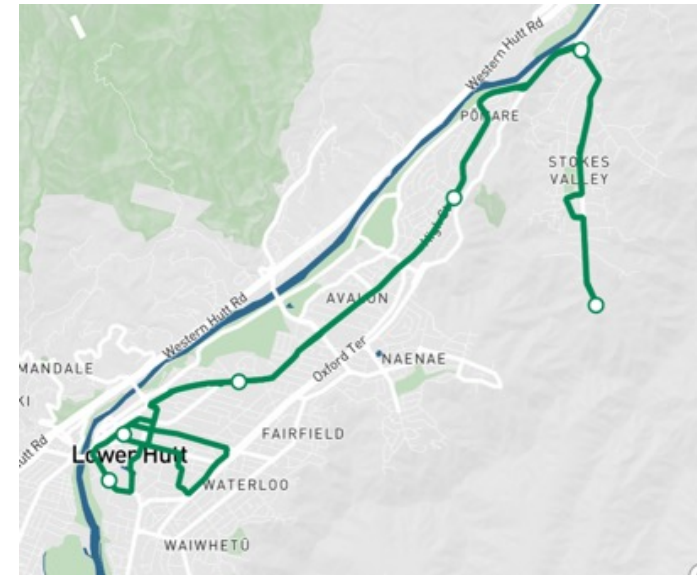
Note: In addition to the proposed change along Alexander Road, we would like your feedback on whether the route near Wallaceville Station should continue along Lane Street or instead travel along Ward Street.

120 – Stokes Valley – Taita - Epuni – Lower Hutt

We are proposing a **route change** and a **reduction in service frequency**. The route would be extended to serve Waterloo, Waiwhetū and Wainuiomata, providing new direct connections to key destinations including Hutt Hospital.



Current route



Pros: a) More regular services between Lower Hutt and Wainuiomata, including a direct ride to Hutt Hospital without changing buses.

b) Aligns better with train services.

Cons: Weekday and Saturday passengers from Stokes Valley will wait up to 5 mins longer on weekdays (15 mins on Saturdays).

Alternative route options: Current passengers of the 120 who aren't connecting with the train will need to wait longer, due to less frequent services.

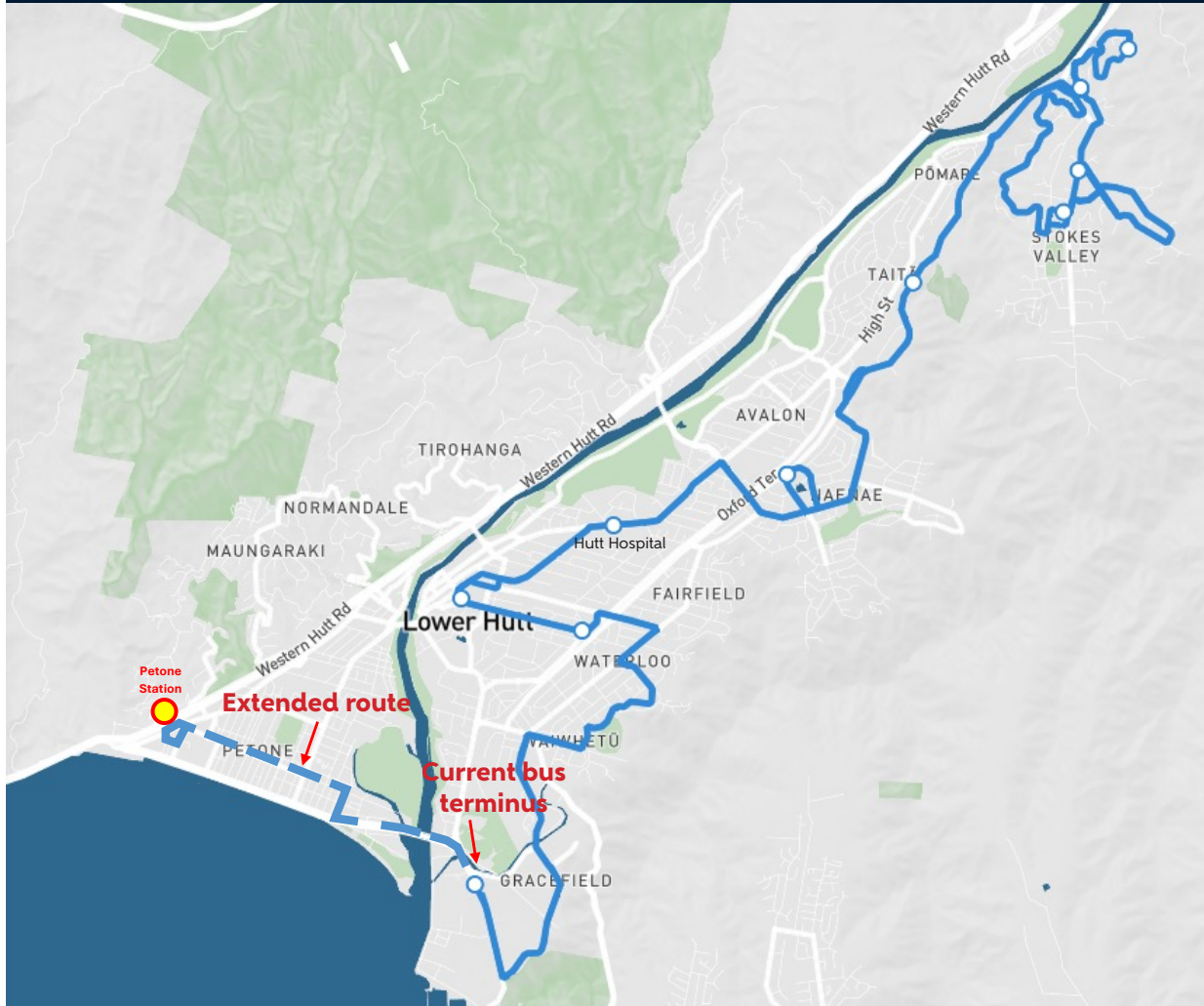
Note:

a) Frequency will change from 15 to 20 minutes during off peak times and from 15 to 30 minutes on Saturdays, to better align with trains.

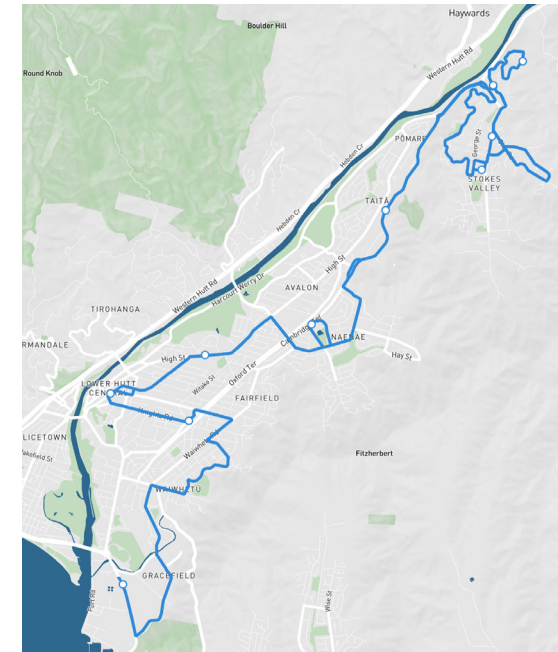
b) The bus will alternate between Wellington Road and Wise Street, serving each branch every 40 minutes during off peak times and more frequently during peak time.

121 – Stokes Valley Heights – Naenae - Lower Hutt - Seaview

We are proposing a **route change** that would extend the service to Petone Station, improving connections for passengers travelling to and from Gracefield, Stokes Valley, Waiwhetū and Western Hills.



Current route



Pros: a) The route is proposed to be extended to Petone Station providing access to more destinations for employment, shopping and education.

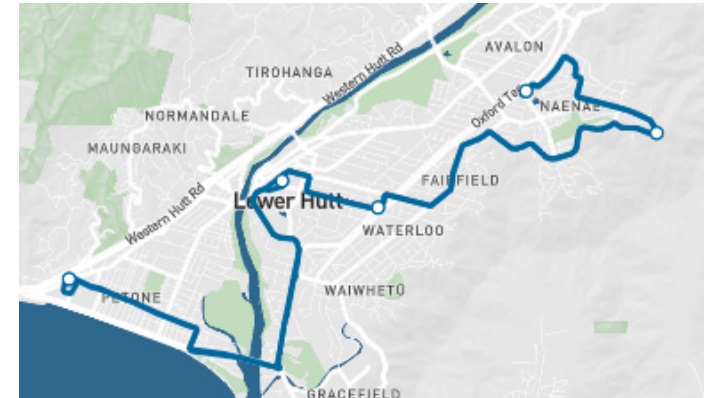
b) Removes the need for passengers to transfer to access employment and services in Petone.

130 -Naenae - Waterloo - Lower Hutt - Petone

We are proposing to **reduce the frequency** of daytime services.

Monday to Friday buses are proposed to reduce in frequency from every 15 minutes to every 20 minutes. Saturday buses to be reduced to every 30 minutes to align with train frequencies.

Current route



Pros: a) Saves money for ratepayers.

b) Aligns better with train services.

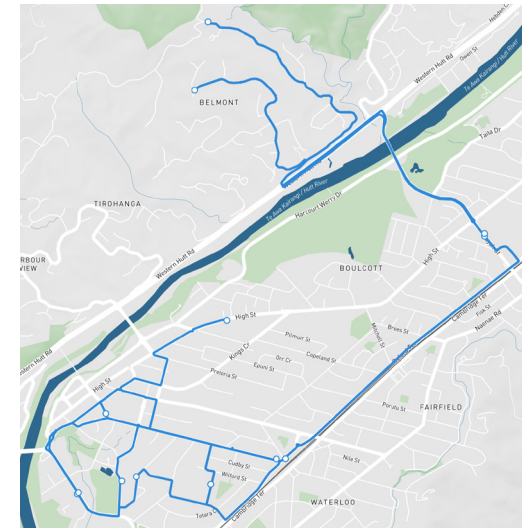
Cons: Passengers may experience waits of up to 5 minutes longer on weekdays and up to 15 minutes longer on Saturdays.

Alternative route options: Passengers may need to allow for slightly longer waiting times and plan their journeys accordingly.

145 – Lower Hutt – Waterloo – Epuni – Belmont

We are proposing to **remove** Saturday services on Route 145.

Current route

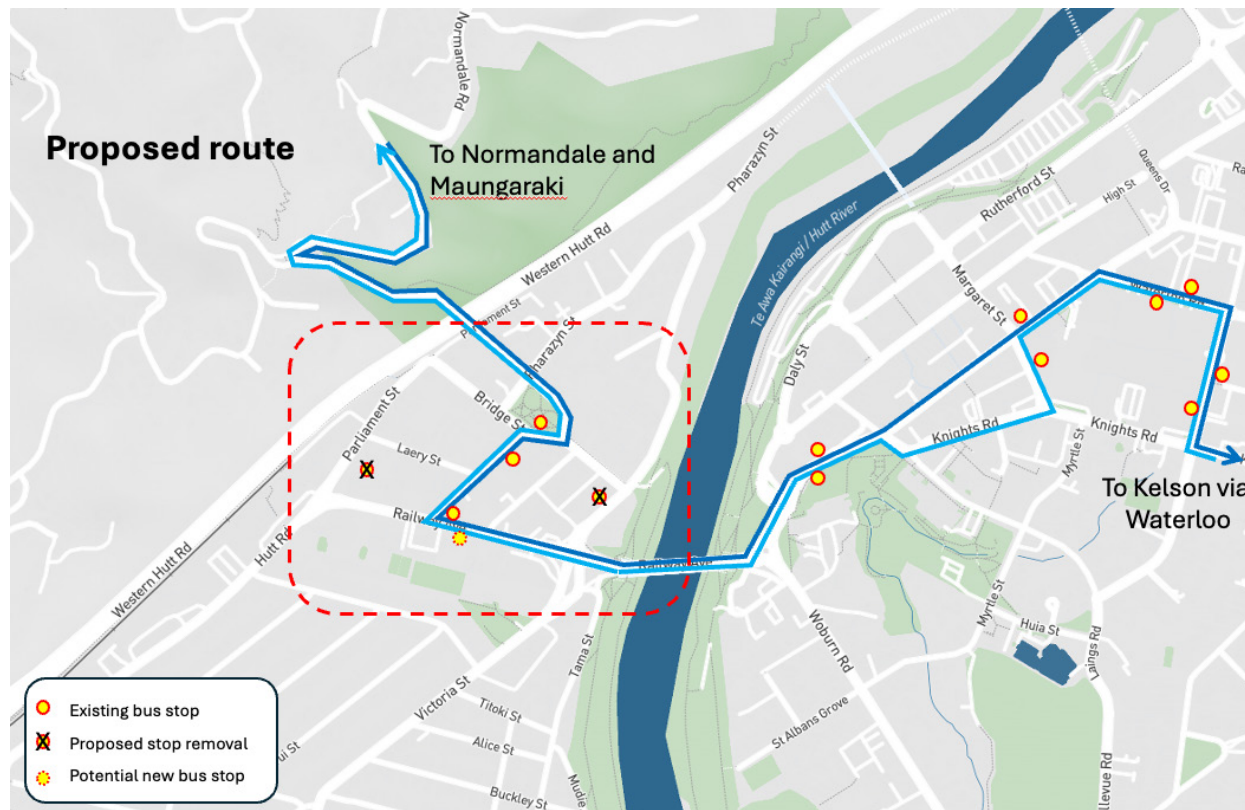


Pros: a) Saves money for ratepayers.

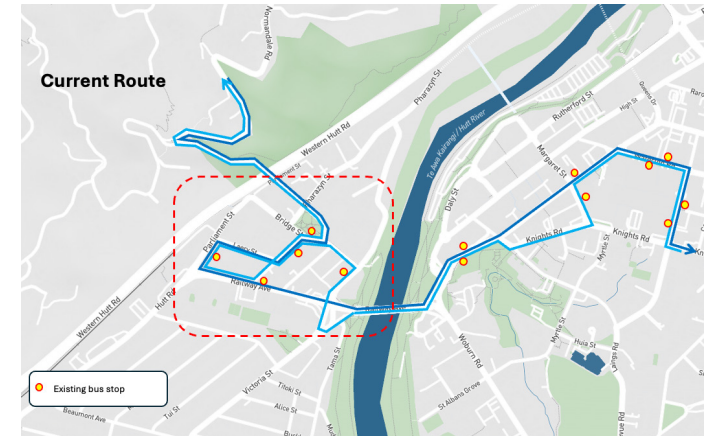
Notes: Route 145 has very low passenger use on Saturdays.
No change proposed to weekday services.

150 – Kelson - Lower Hutt – Maungaraki - Petone

We are proposing to **reduce the frequency** of Route 150 services and **make changes to the route**.



Current route



Pros: Saves money for ratepayers.

Cons: a) The change results in 2 stops at Western Hutt not serviced by Route 150.

b) Monday to Saturday interpeak buses reduce from every 30 minutes to every 60 minutes.

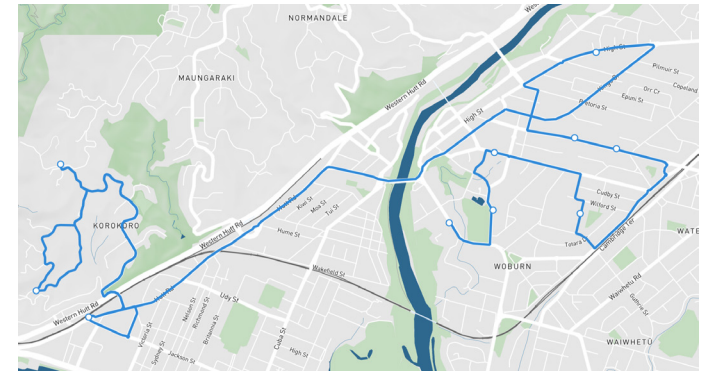
Alternative route options: Passengers can use the stop on Herbert Street, up to 150 metres away. On average this change would affect six passengers per day.

Note: The proposed route would travel along Railway Ave and Herbert Street, providing a more direct and consistent trip through Western Hutt.

154 – Petone – Korokoro - Petone

We are proposing to **remove** Saturday services on Route 154.

Current route

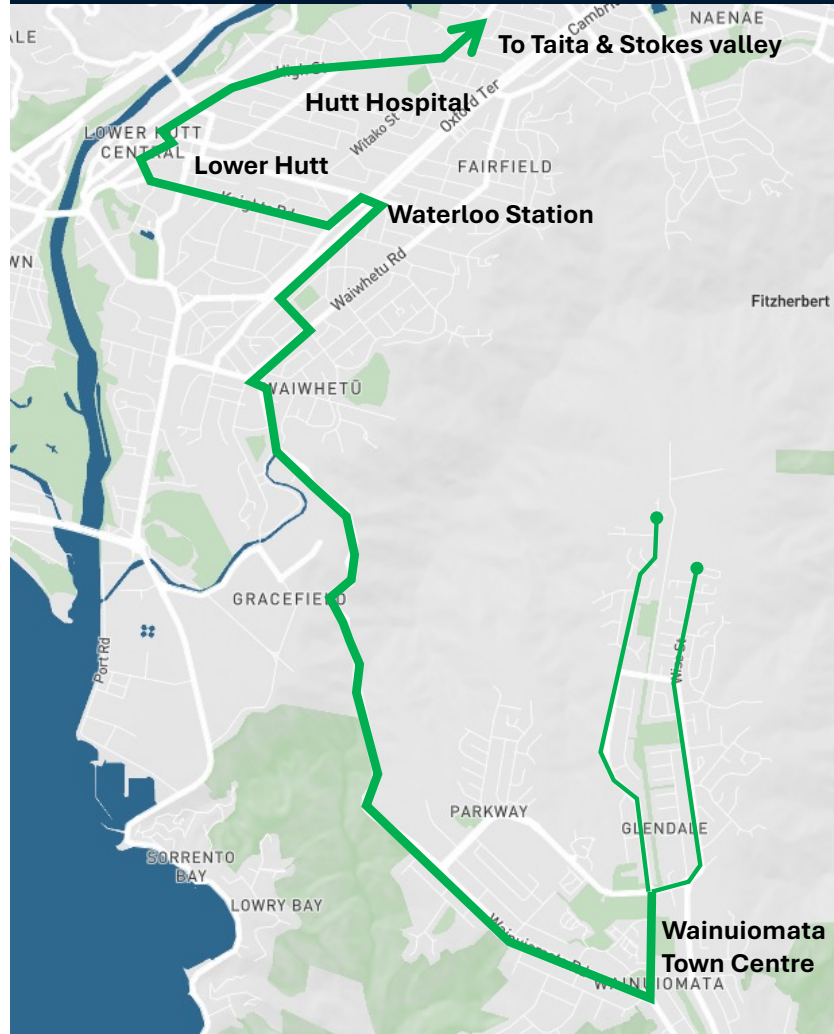


Pros: Saves money for ratepayers.

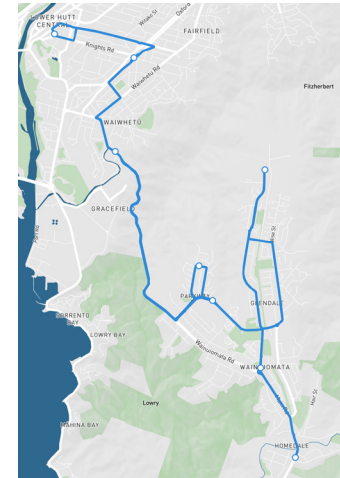
Notes: Route 154 has very low passenger use on Saturdays. No change proposed to weekday service.

160 – Wainuiomata North – Waterloo – Lower Hutt

We are proposing to **remove** Route 160 and **replace** it with an extended Route 120, which would serve Wainuiomata Road, Fitzherbert Road, Wise Street and Wellington Road.



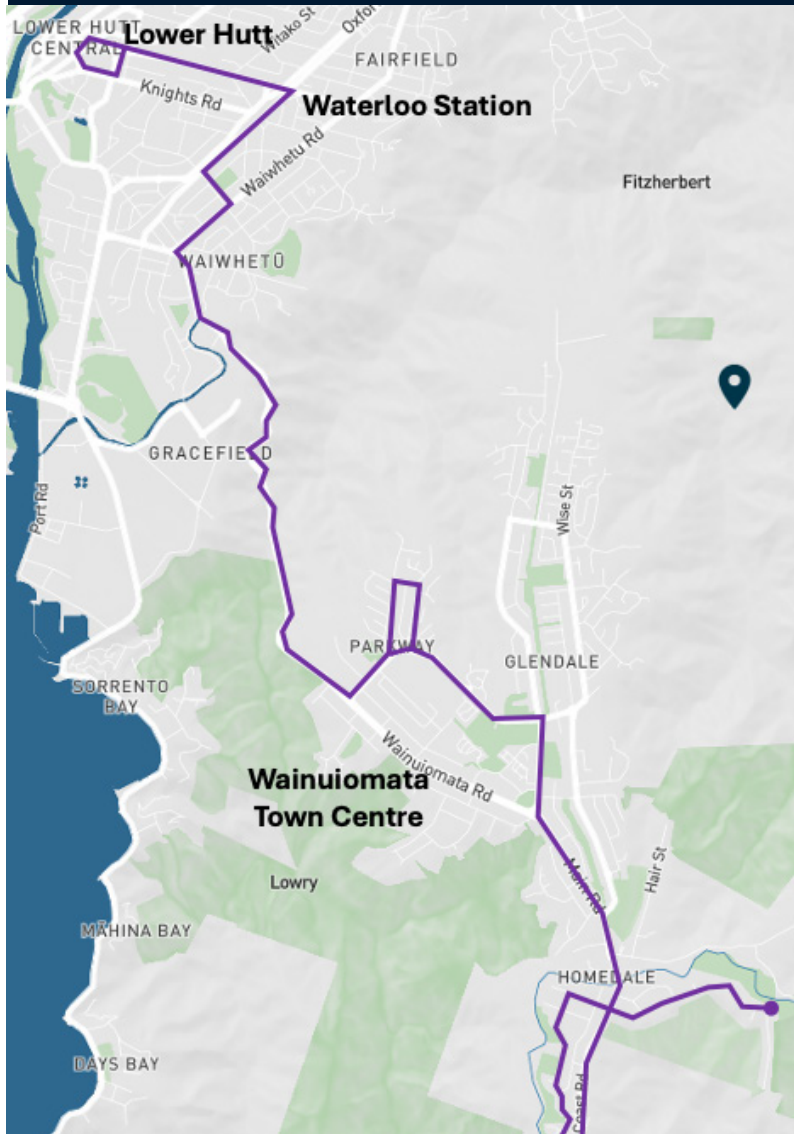
Current route



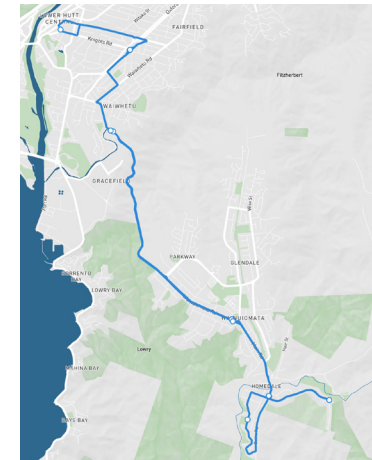
- Pros:**
- a) Extension of Route 120 to Wainuiomata replacing current Route 160 will provide extra early morning and more frequent daytime and evening services for better train connections.
 - b) Passengers will not need to transfer for journeys between north and central Wainuiomata to Hutt Hospital.
 - c) Provides extended bus coverage to north end of Wise Street.
- Cons:** Buses will be less frequent during the day on Wellington Road and Wise Street (from every 30 mins to every 40 mins).

170 – Lower Hutt – Wainuiomata South – Lower Hutt

We are proposing to **change the route** so that services travel via Parkway with an extra early morning and half hourly evening buses.



Current route



Pros: Improved connections with train services.

Cons: a) Increased cost to ratepayers.
b) Journeys to and from Wainuiomata South may take slightly longer.

Come talk to the team at one of our drop-in sessions.

Wednesday 19 August, 10:30 - 11:30am

Wainuiomata - Kokiri Marae Pātaka Kai

Saturday 22 August, 8am - 12pm

Riverbank Markets

Monday 24 August, 11am - 12pm

Stokes Valley - Kōraunui Stokes Valley Neighbourhood Hub

Monday 24 August, 1 - 2pm

Upper Hutt - Upper Hutt Central Library

Wednesday 26 August, 10 - 11am

Taitā - Walter Nash Centre

Friday 28 August, 1:30pm - 3pm

Wainuiomata - Neighbourhood Hub/Library

Sunday 30 August 3 - 4pm

Timberlea Community Hall (soup kitchen)

Monday 31 August, 10:30 - 11:30am

Petone Community House

Thursday 3 September, 10 - 11am

Eastbourne / Days Bay Library

Thursday 3 September, 12pm - 1pm

Lower Hutt - War Memorial Library



We want to hear from you

Feedback open from 17 August till 6 September 2026

For more information,
and to have your say on the
future of bus services,
visit metlink.org.nz/hutt-bus-review



metlink.org.nz | 0800 801 700