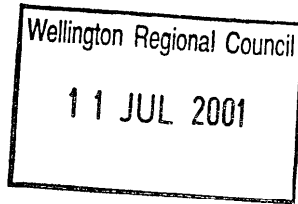




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6 July 2001

Mr Tony Brennand
Manager, Transport Planning and Policy
Wellington Regional Council
P O Box 11646
WELLINGTON

FILE REF:	
TP/C/1/2	
NAME	Int/Date
T. Brennand	
TO ACTION:	

Dear Tony

BUS PRIORITIES, WELLINGTON CBD

Thank you for the copy of the recent report which you commissioned from Tim Kelly Transportation Planning Limited.

Stagecoach is in full agreement with the recommendations contained in the Tim Kelly report. In particular, we are very keen that the proposals for the Lambton Quay/Hunter Street and Willis/Mercer Street intersections be proceeded with as soon as possible.

In addition to the recommendations contained in the report, we would like to suggest that urgent consideration be given to two other "micro" bus priority measures, which we believe would give significant advantages to bus users, without disadvantaging general traffic.

The proposed measures relate to the bus stops in Dixon Street by Cuba Mall and Manners Street by the Mid City cinema complex. At both these locations, buses have to move out of the bus stops into the right hand lane in order to make a right hand turn very shortly down stream. In making these movements, buses have to compete with general traffic and significant delays occur.

We suggest that consideration be given to specific measures designed to ease the egress of buses from these two stops into the respective right hand lanes.

Two options which we would like to put forward for consideration are:

- That the traffic signals at the Cuba Mall pedestrian crossing and the Manners/Willis Street intersection be modified so as to provide for a bus advance phase, which would give buses a 10 second head start on other traffic. Such measures have been in place in Symonds Street in Auckland for some time now and are spectacularly successful in speeding the movement of buses.
- Alternatively, that both bus stops be relocated onto island platforms in the centre of Dixon Street and Manners Street respectively. The right hand lane in each case would

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Buses mean business

become an exclusive bus only lane, whilst general traffic would have free reign in the left hand lane.

We see these options being relatively low cost measures which have the potential to provide significant benefits to bus users. It is worth noting that the increase in north bound bus journey times over the last few years has been significantly greater than the increase in south bound bus journey times. It is our belief that most of the delay occurs in the Dixon Street/Manners Street area.

Stagecoach would be very grateful for whatever you can do to expedite the resolution of these two issues and to ensure the implementation of the recommendations in the Tim Kelly report.

I have sent similar letters to Cr. Ian Hutchings and Steve Harte at WCC and Cr. Terry McDavitt at WRC.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Turner', with a large, stylized flourish at the end.

Ian Turner
Commercial Director