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Report 99.666

16 November 1999

File: T/8/1/2

[99.666.awb]

Report to the Passenger Transport Committee
By Tony Brennan, Manager Transport Policy

New Projects for the Minor Passenger Transport Infrastructure List

1. Purpose

To **inform** the Committee about new minor passenger transport infrastructure projects and have them added to the Minor Projects Priority List.

2. Background

Minor passenger transport infrastructure projects have been prioritised by the Committee **as shown in Attachment A**. As information on new projects becomes available these projects are prioritised and added to the list. As funding becomes available projects are undertaken in priority order and removed **from** the list.

3. Comment

3.1 Bus Priority

Booz Allen and Hamilton Limited have identified several low cost high return bus priority schemes. These are:

Location	Direction	Description	Time Period	Capital cost (\$000)	BC Ratio
Kaiwharawhara	SBD	Kerbside bus lane plus right turn for buses only	AM peak	7	40
Hutt Rd- Kaiwharawhara	SBD	Kerbside bus lane to traffic signals	AM peak	11	28
Hutt Rd-Sar St	SBD	Kerbside bus lane to Tinakori Rd plus clearway	AM peak	6.5	53
Thorndon Quay	SBD	Median bus lane to Mulgrave St	AM peak	6.5	11
Adelaide Rd	NBD	Bus lane prior to Basin Reserve	AM peak	8.5	67

These projects can be prioritised on the basis of their B/C ratio.

These projects are to be included in the Wellington District Road Programme and are likely to attract Transfund New Zealand financial assistance. It has been Council's practice to fund the local authority share.

3.2 Bus Park and Ride

A number of criteria have been developed by Booz Allen and Hamilton Limited to select promising bus park and ride sites. These criteria include the site having:

- A higher frequency service
- An express bus service
- a large catchment area
- land available on or near the bus route
- a location just inside a fare boundary

Wellington City sites were investigated and prioritised as follows:

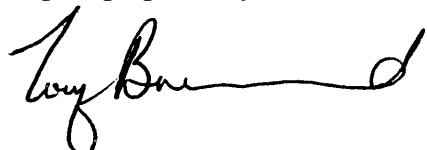
Location	Estimated Carparks Required	Capital Cost (\$000)
Dover Street	25	95
Rongotai Road median	15	29
North Wellington AFC	10	10
Devonshire Street	15	38
Karori Write Price	10	1.5
Wellington Show Buildings	10	24
Hapua Street – town belt	15	54
Cobham Drive – prior Miramar Cutting	20	81

It is unlikely that any of these projects would have sufficient economic benefits to attract Transfund New Zealand financial assistance as an ATR. These projects generally exist on routes with less congestion than the railway park and ride sites. Their relative high cost per space would also make them less attractive than railway park and ride projects.

4. Recommendation

... *That the bus priority and park and ride schemes discussed in this report be added to the minor projects priority list as shown in Attachment B.*

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Attachments : 2