

16 September 2015

Tony Randle
FYI.org.nz

Emailed to: fyi-request-3047-667d335f@requests.fyi.org.nz

Dear Mr Randle

Official Information Request Response

Thank you for your information request, sent via the FYI.org.nz website on 14 August 2015, requesting information on Bus Rapid Transport.

In your request, you asked for the following:

Can I please have a copy of the "detailed possible plan recently developed by WCC, for bus priority improvements along the Central spine and Newtown branch."?

There is a set of plans showing some indicative options for configuring the road layout on the main bus route between Wellington Railway Station and Wellington Hospital. These plans did not form part of the Indicative Business Case and were developed by WCC a part of a process to test geometric constraints for potential larger buses as well as considering space to accommodate bus lanes and cyclists. The options were not costed as an input to the Indicative Business Case.

The plans total 87MB in size, being 47 colour PDF pages, too large to attach to an email. I have loaded them on a compact disc and posted them to you.

Can I please have a copy of the costings (operating and capital) of the "detailed possible plan recently developed by WCC, for bus priority improvements along the Central spine and Newtown branch."?

As advised above, these options were not costed as an input to the Indicative Business Case.

Can I please have a copy of the designs of the "detailed possible plan recently developed by WCC, for bus priority improvements along the Central spine and Newtown branch."?

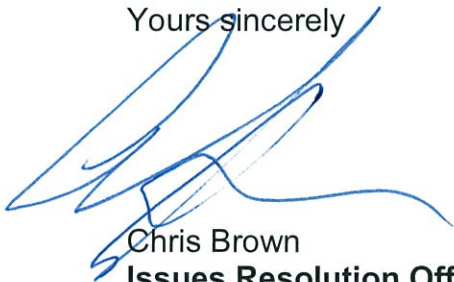
Please see the plans detailed above.

Can I please have a copy any performance and capacity information (patronage, bus numbers, journey times, etc.) of the "detailed possible plan recently developed by WCC, for bus priority improvements along the Central spine and Newtown branch."?

No evaluation has been carried out against these plans. Existing patronage information is held by Greater Wellington Regional Council. Bus numbers are dictated by vehicle capacities (the configuration of which has not yet been decided by GWRC), and journey times will be determined as part of the Detailed Business Case once the route and intersections have been modelled using micro simulation techniques.

Please contact me if you have any questions.

Yours sincerely



Chris Brown

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