
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:15 am
Date: Wednesday, 5 August 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business

Page No.

1.4 Public Participation

1. 1.4.1 Tony Randle, Johnsonville Community Association - Tabled Information 2

3.2 Traffic Bylaw Review - Statement of Proposal

1. Terms of Reference - Traffic Bylaw Review 2015 6

Tony Randle.

Strictly confidential

Table 16. Weighted average travel time savings (2031 am peak, min)

Travel segment	Option 1	Option 5
Newtown to CBD	2.2	4.9
Kilbirnie to CBD	1.9	9.5

Interpolation approach for intermediate options

For the intermediate options, we interpolated the travel time savings shown above using an allocation method based on the expected impact on easing congestion, relative to the PTSS BRT option. GWRC identified key intersections and the impact of the level of bus priority and dedication measures on travel time savings, for each option. Appendix C has further details.

Table 17 below shows the weighted average travel time savings for the core options considered.

Table 17. Weighted average travel time savings for the core BRT options (2031 am peak, mins)

	1	2	3	4	5
Time savings (mins)	1.4	4.3	4.5	6.5	7.6

Figures for patronage were interpolated using the same method as the travel time savings. Table 18 below shows the additional patronage for the core BRT options.

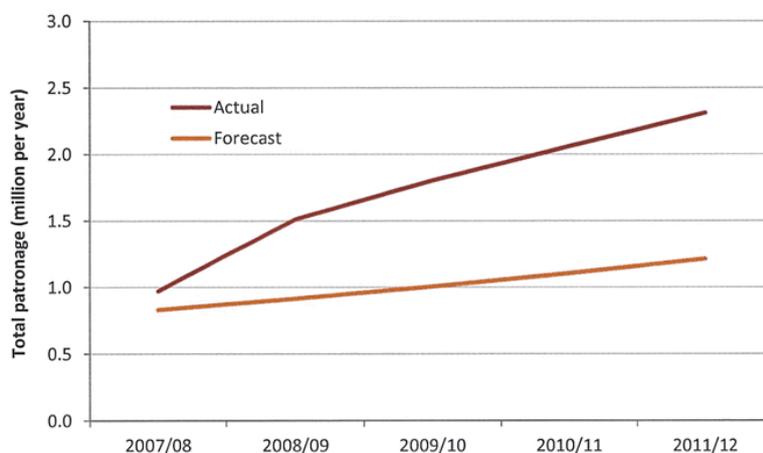
Table 18. Additional PT patronage for core BRT options (2031)

	1	2	3	4	5
Additional patronage	50	146	162	272	390

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With a high-quality BRT system, it is possible that future patronage could exceed the levels shown in Table 7. The best example of BRT in New Zealand is Auckland's Northern Busway. Figure 5 shows that since it opened in 2008, its patronage has exceeded official projects by a considerable amount (over 1 million extra passengers annually). We note however that BRT along the PT Spine and Northern Busway are not entirely like-for-like examples – the Northern Busway involves physical separation to a degree not even considered for Wellington, while surrounding population growth and existing PT mode share also differ.

Figure 5. Auckland's Northern Busway – actual patronage vs pre-construction forecast



Source: Auckland Transport; Parliamentary Question #1239, 27 February 2008.

Note: Actual values only include buses which travel between the CBD and the busway stations. They do not include buses which travel to other locations on the North Shore.

A BRT solution along the PT Spine is expected to not only increase patronage from the southern and eastern suburbs, but also increase patronage from other areas. This is an example of the network benefits of investing in improved PT infrastructure – the improved user experience in one location drives increases in usage across a much wider area of the network.

If patronage can be increased, and the average number of passengers per bus increased, this will improve operating efficiency and reduce per-unit costs. This will allow farebox recovery to be improved.

Benefit 3: Improved bus user experience

BRT will increase the attractiveness of the bus network along the Spine. In particular, BRT will:

- reduce bus journey times
- improve the reliability of bus journeys and reduce wait times
- enable increased frequencies (where warranted by demand)
- utilise larger high-capacity buses
- utilise new larger high-capacity and better quality buses
- include improvements to infrastructure at bus stops and interchanges
- include improvements to ticketing, real-time information, and other user services.

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Scores for each objective

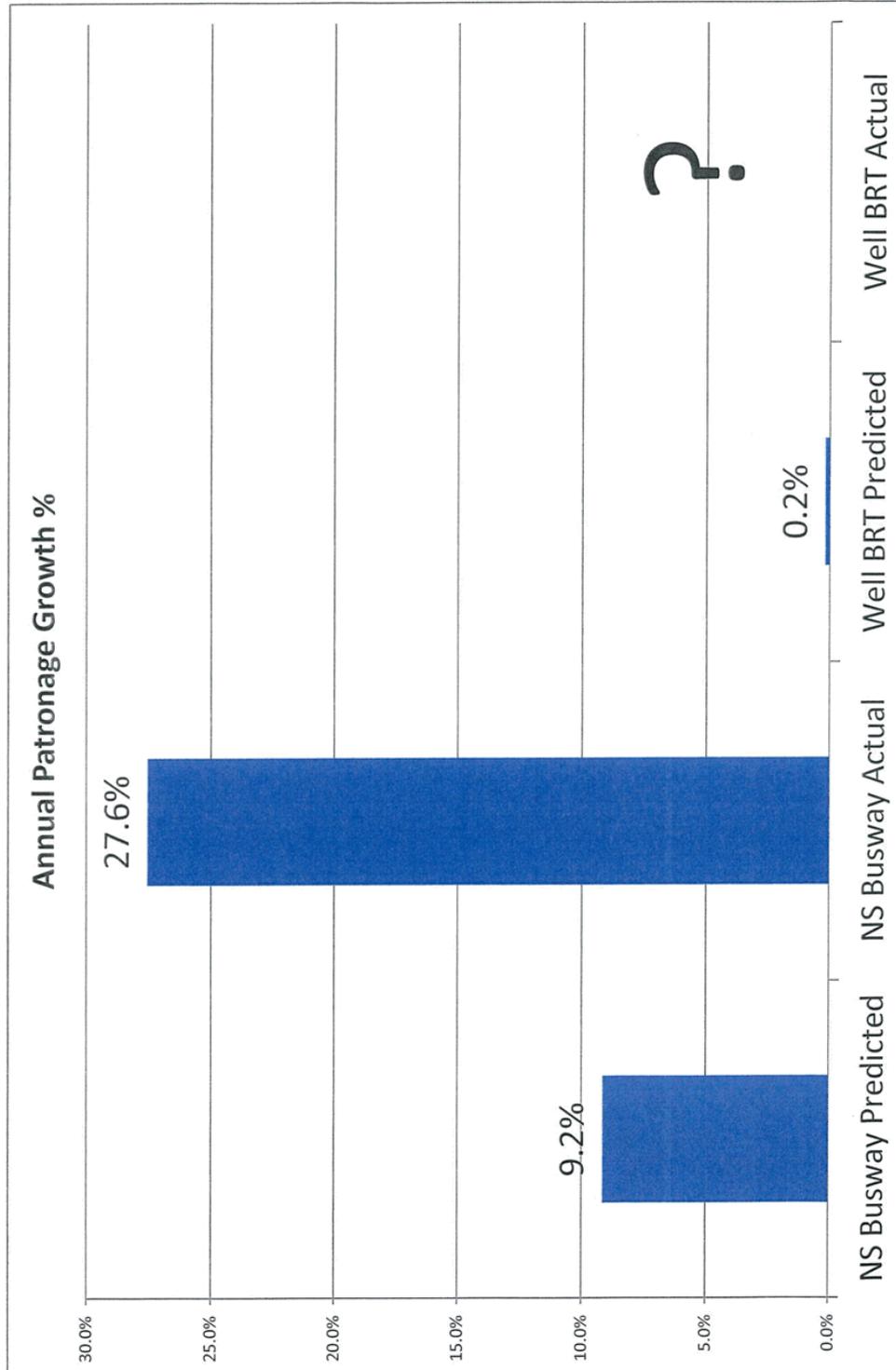
The above scores are averaged for each objective, to derive scores for each objective.

Table 114 presents the scores for each objective.

Table 114. Scores for project objectives

	Ref case	1	2	3	4	5
1. Increased economic activity	0	1	2	3	3	3
2. Improved multi-modal network efficiency	0	0.8	1.6	2.4	2.4	2
3. Improved accessibility	0	1	2	3	3	3
4. Increased PT patronage	0	1	2	3	3	3
5. Improved PT user experience	0	0	1	1	3	3
6. Minimise emissions	0	0	0.5	1	1.5	1.5
7. Minimise impacts on physical environment / amenity	0	-0.1	-0.3	-0.4	-0.6	-0.9
8. Affordable / value for money	0	0.3	0.8	0.8	1.3	1
9. Alignment / integration with other infrastructure & services	0	-0.5	1.5	1.5	2	2

	2a	2b	3a	3b	4a	4b	4c	4ac	5a	5b	5c	5ac
1. Increased economic activity	2	1	3	2	3	2	3	3	3	2	3	3
2. Improved multi-modal network efficiency	1.6	0.8	2.4	1.6	2.4	1.6	2.4	2.4	2	1.4	2.2	2.2
3. Improved accessibility	2	1	3	2	3	2	3	3	3	2	3	3
4. Increased PT patronage	2	1	3	2	3	2	3	3	3	2	3	3
5. Improved PT user experience	1	1	1	1	3	1	3	3	3	1	3	3
6. Minimise emissions	0.5	0	1	0.5	1.5	0.5	1.5	1.5	1.5	0.5	1.5	1.5
7. Minimise impacts on physical environment / amenity	-0.2	-0.2	-0.3	-0.3	-0.5	-0.4	-0.6	-0.5	-0.8	-0.8	-0.9	-0.8
8. Affordable / value for money	0.8	0.5	0.8	0.5	1.3	0.8	0.8	0.8	1	0.5	0.8	0.8
9. Alignment / integration with other infrastructure & services	1.5	1.5	1.5	1.5	2	1.5	2	2	2	1.5	2	2



**TRANSPORT AND URBAN DEVELOPMENT
COMMITTEE
5 AUGUST 2015**

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Item 3.2 Attachment 1

Subcommittee Terms of Reference	Authorising Body	Transport and Urban Development Committee
	Title	The Traffic Bylaw Review 2015 Subcommittee
	Approval Date	5 August 2015

Purpose

The Subcommittee has responsibility to hear submissions on **Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (the traffic bylaw)** and report the results of oral hearings and final recommendations to the Transport and Urban Development Committee.

Parent Body

The Subcommittee reports to the Transport and Urban Development Committee.

Chairperson

Councillor Andy Foster

Membership

Mayor Wade-Brown is ex officio member.
Councillor Free
Councillor Lee
Councillor Young

Quorum

The Quorum shall be a majority of the members.

Terms of Reference

The Subcommittee will have responsibility and authority to:

1. Accept and hear submissions on the review of **Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (the traffic bylaw)**.
2. Report the results of oral hearings and final recommendations to the Transport and Urban Development Committee.

The Subcommittee will have delegated authority to carry out activities within the terms of reference above.

Frequency of Meetings

The Subcommittee shall meet during October 2015.

Sunset clause

The Subcommittee will discontinue as soon as all hearings have been heard, and the Subcommittee has reported back to the Transport and Urban Development Committee.

Conduct of Affairs

The Subcommittee shall conduct its affairs in accordance with the *Local Government Act 2002*, the *Local Government Official Information and Meetings Act 1987*, the *Local Authorities (Members' Interests) Act 1968*, Council's Standing Orders and Code of Conduct.