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## **Report 01.256**

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

## **Review of Bus Shelter Funding Criteria**

### **1. Purpose**

To recommend to the Committee a new set of criteria for funding bus shelters in the region.

### **2. Background**

Policy 1.1.4 of the Regional Land Transport Strategy is:

*“Enhance the quality, reliability and priority of public transport facilities and services.” As part of its programme of enhancing public transport facilities the Regional Council spent \$257,000 constructing bus shelters under \$6000 each and maintaining existing shelters and a further \$70,000 constructing new bus shelters where the shelters cost more than \$6000 each. This occurred in the 1999/2000 financial year.*

In the past bus shelters have been mostly provided in the main cities, especially Wellington City with only a small number of shelters provided in the outlying areas, for example, Kapiti.

In the early nineties a criteria for funding of bus shelters was established. A bus stop would qualify for a shelter if there were 200 patrons or more using the stop in one week. This criteria ensured that only the busiest of stops would qualify for bus shelters.

### **3. Comment**

#### **3.1 Review of Criteria**

The Criteria of funding based on 200 patrons per week has some deficiencies. This purely quantitative approach does not recognise special circumstances such as:

- (i) A site being particularly exposed to the elements
- (ii) Unusual demographics of a site such as high proportion of elderly or infirmed people using a bus stop
- (iii) Strategic considerations such as a strategy to grow public transport use in a high growth area
- (iv) Issues of integration where a whole route's service level, information system and other facilities are being upgraded as part of a package.

With the increase in bus services over the last few years, the advent of kick-start funding and further plans for increasing services in the future, this shelter policy needs reviewing. The criteria needs to be adjusted to take into account the suburbs, especially the Kapiti Coast, where stops have rarely reached the criteria of 200 patrons per week. Kapiti, however, is a growing district. Many stops on the Kapiti Coast are outside rest homes and pensioner housing and these patrons would like somewhere to sit and shelter while waiting for their bus. Kapiti also has a high proportion of young families, another category of high bus users.

With the objective of growing public transport use the criteria for funding bus shelters has been reviewed and the following guidelines proposed:

- 150 patrons per week for stops located in any of the region's four city central business districts
- 100 patrons per week elsewhere

And that discretion be given to officers to fund bus shelters at stops that do not meet the above guidelines in cases where:

- (i) the stop is particularly exposed to weather
- (ii) there is a high proportion of school aged children, elderly or disabled using the stop
- (iii) the provision of a shelter is consistent with a strategic initiative for the area or part of a wider route upgrade

### 3.2 **Financial Implications**

The full financial implications of this change in policy have not yet been calculated. Clearly the change will accelerate the rate at which shelters will be provided. Public Transport Department officers are developing a database of all the Region's bus stops and their facilities which will enable them to better estimate the cost of providing shelters at the majority of stops which are regularly used by boarding passengers. A 'guesstimate' is that there are in the order of 2500 bus stops in the Region, of which half are boarding stops, with possibly 500 existing shelters. This leaves 750 stops to be provided with shelter at a cost of approximately \$7,000 each. This would require \$500,000 per year to enable all these stops to have shelters within ten years.

## 4. **Recommendation**

*That the Bus Shelter Funding Guidelines proposed in this report be adopted.*

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