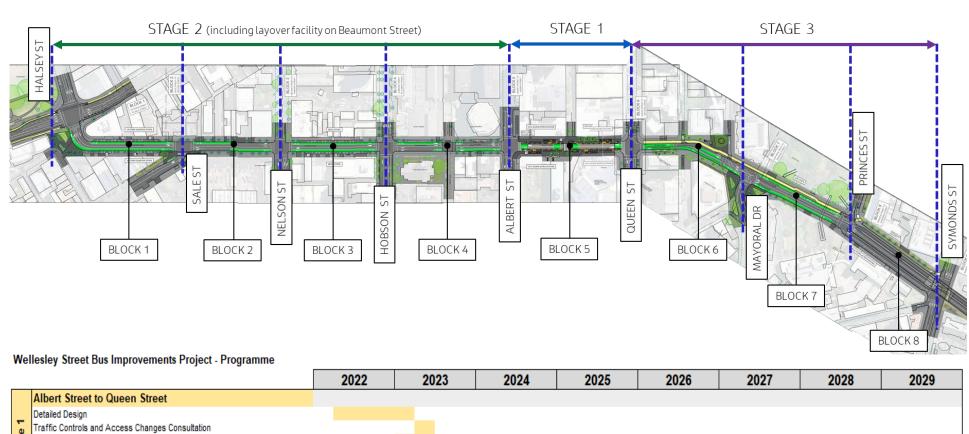
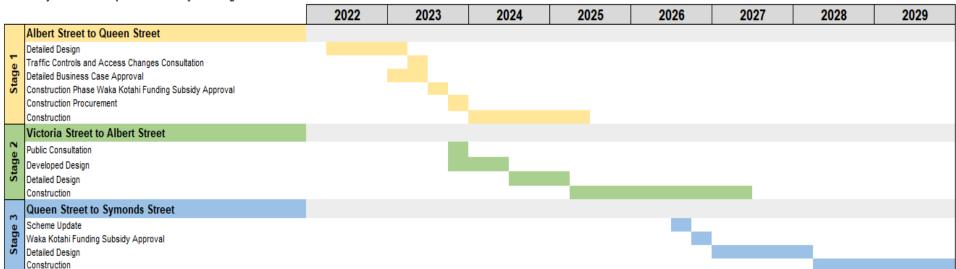
Attachment 1: Recommended Option for Wellesley Street Staging and Benefits





Key Benefits and Outcomes					
$\overline{\wedge}$	Improved bus priority				
\mathbf{C}	with 2.2km of kerbside bus priority lanes and 85% punctuality of scheduled services by 2028.				
П	Improved stop infrastructure and passenger facilities				
	to support future bus volumes of 200 buses/h (two way) in 2028 .				
()	Daily PT boardings increased by at least 33% by 2026 and 66% by 2038.				
	Average bus travel times on Wellesley Street in 2028:				
	AM Peak: 9mins or better				
	PM Peak: 10mins or better				
	Future proofing for an electric bus fleet				
7	by upgrading the existing road pavement for heavier buses.				
2	Improved pedestrian facilities				
方	to support the forecast increase in the number of pedestrians from 84,000 pedestrians/day to 238,000 pedestrians/day by 2026.				
~	A key link in the city centre cycle network				
00	320m of new separated cycling facilities and 600 daily cycle trips.				
	Improved safety for people				
	through connections to low-speed streets and designs which align with survivable speeds for active modes.				

• Includes 5.7% AT administration costs

Project Stages Cost	Stage 1	Stage 2	Stage 3	Entire Project
Cost Estimate, \$m (P50)	\$29.3 million*	\$65.7 million	\$78.8 million	\$173.8 million
Benefit Cost Ratio	3.4	4.2	1.5	