

HUTT CITY COUNCIL BRIEFING

Andrew Body, Programme Director

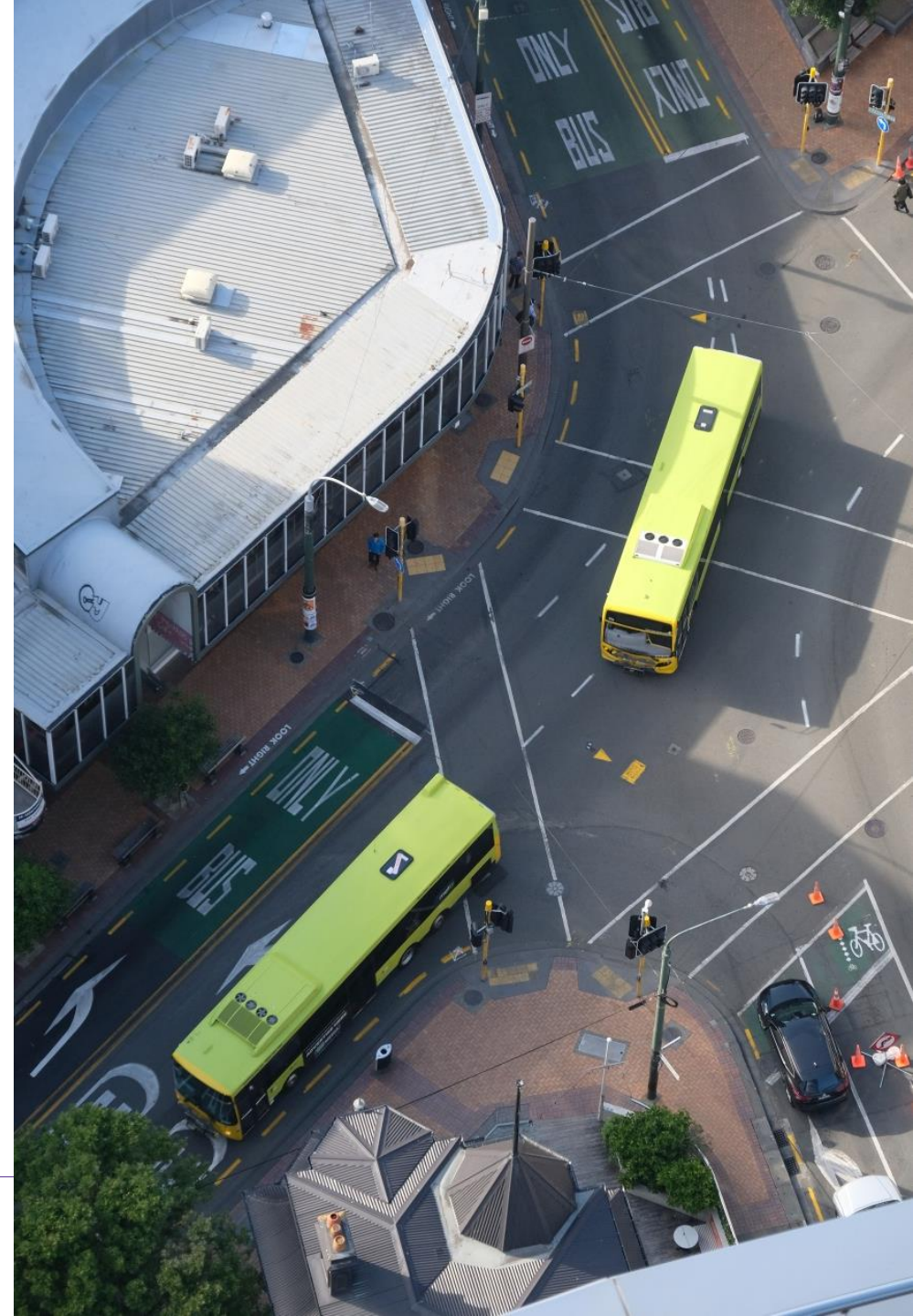
16 September 2020



Agenda

Today

- Overview and context
- LGWM – a key part of the regional transport programme
- The LGWM Plan
- How you can help us
- Questions



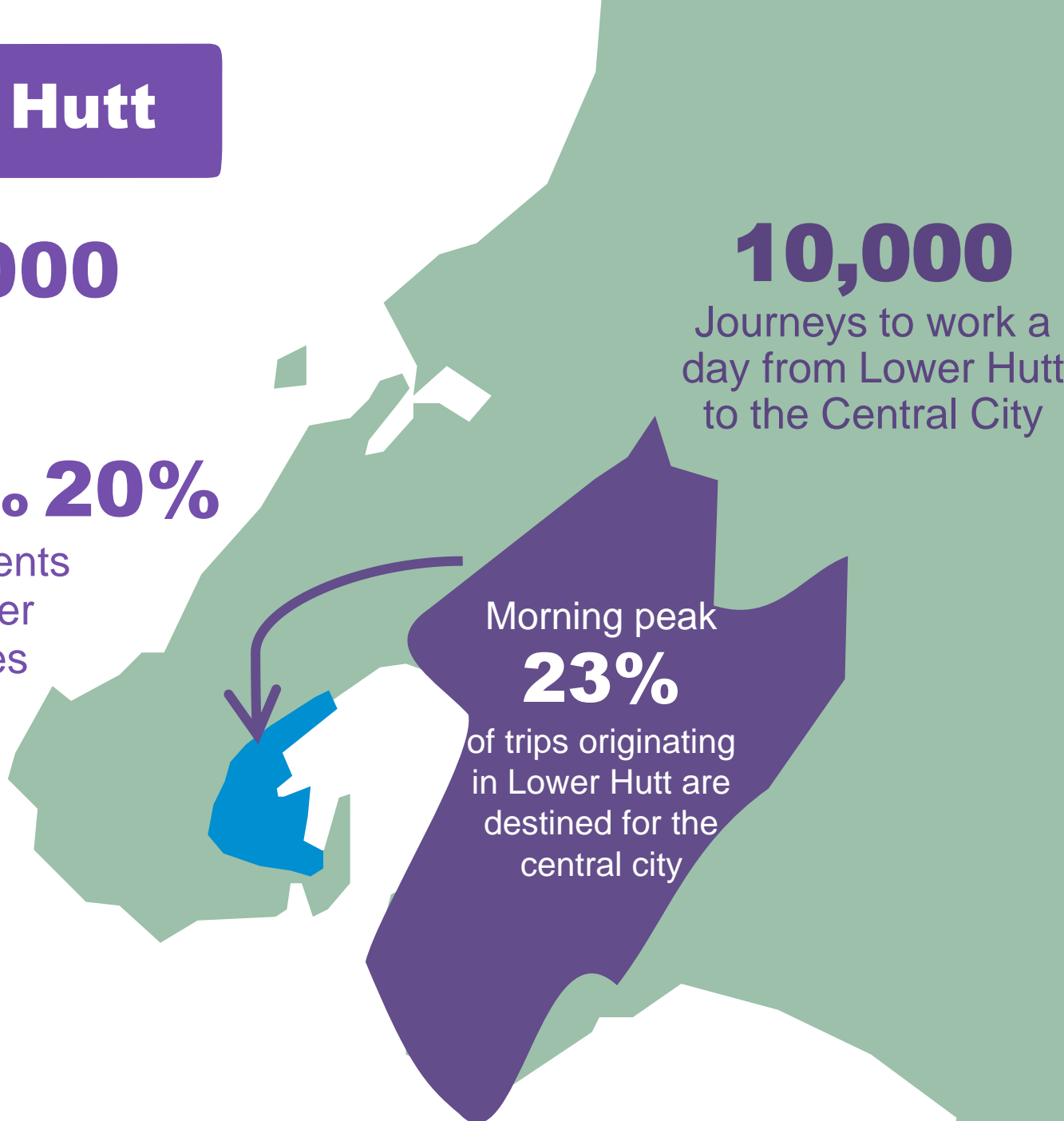
Lower Hutt

108,000

Residents

10% to 20%

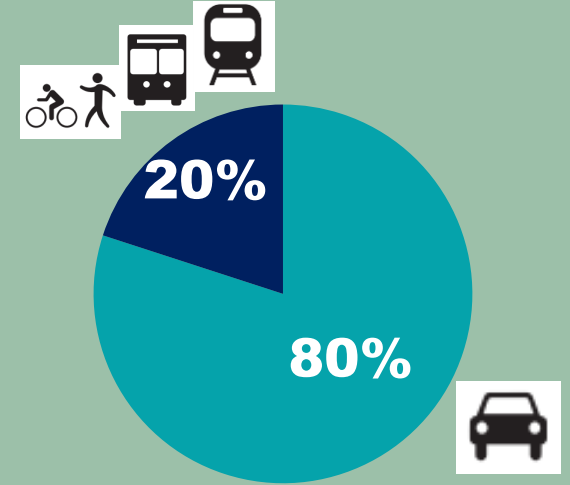
More residents
forecast over
two decades



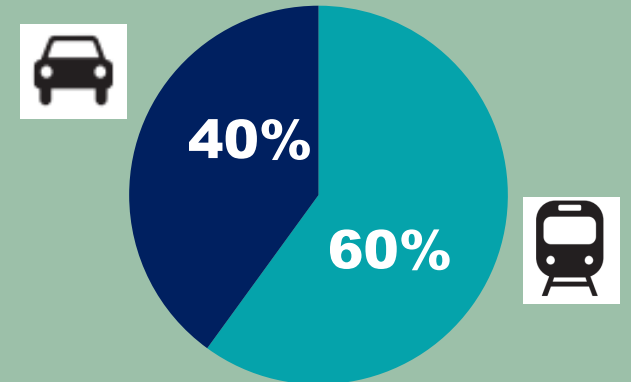
10,000

Journeys to work a
day from Lower Hutt
to the Central City

Mode share



Journeys to work
within Lower Hutt



Journeys to work to
the Central City

Let's Get Wellington Moving

A transformational city-shaping programme...

- Greater Wellington Regional Council, Wellington City Council, and Waka Kotahi NZ Transport Agency working together to deliver a transformational multimodal transport and urban development programme
- Focus from Ngauranga to the airport, including motorway and connections to central city, port, hospital, eastern/southern suburbs

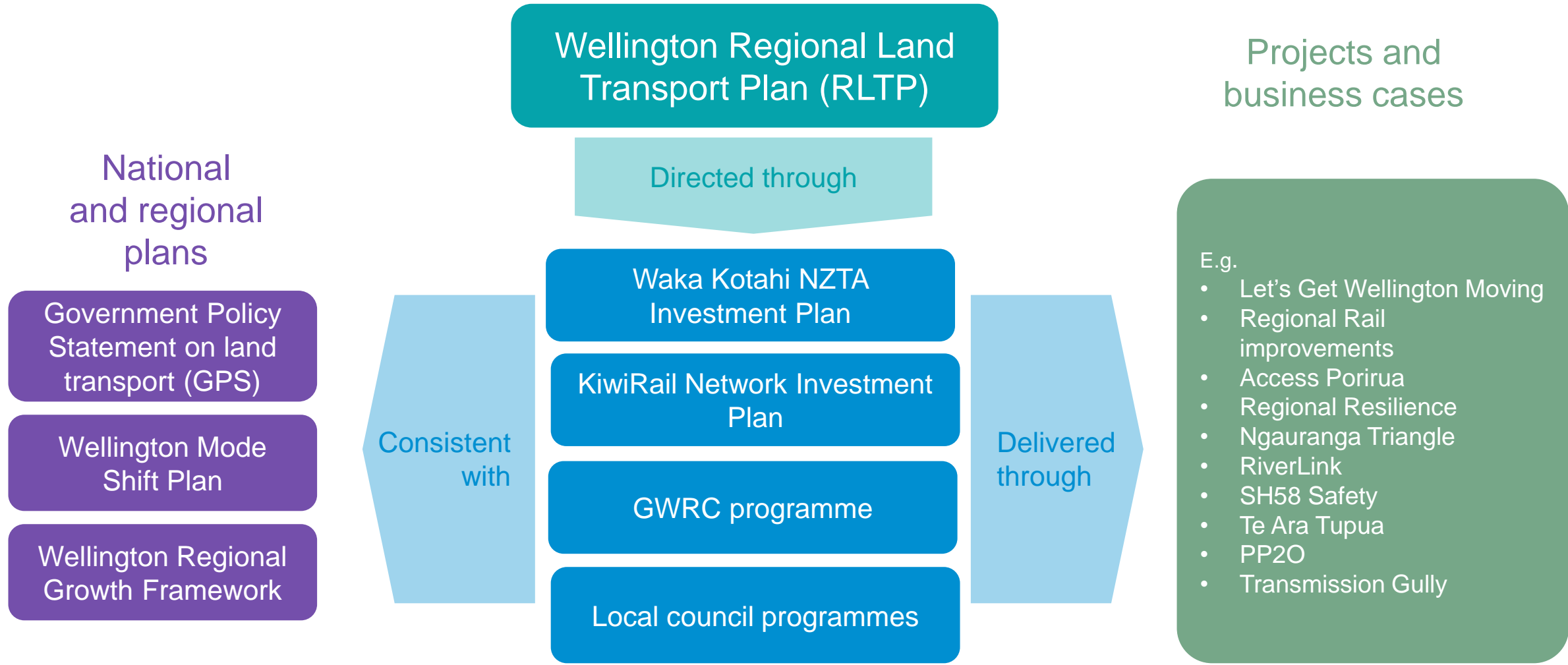
...that's critical for the region

- 1 A key part of the regional transport programme
- 2 Supporting regional growth
- 3 Contributing to regional targets
- 4 Enabling efficient, reliable regional journeys
- 5 Addressing urgent regional transport priorities

LGWM Focus area (indicative)



1 A key part of the regional transport programme



1 A key part of the regional transport programme



2 Supporting regional growth

Our region is growing

- Between 90-150,000 more people are expected to live here over the next 30 years
- Wellington City is planning for 50,000 to 80,000 more
- Growth across the region – central city continues as one of the fastest growing

Engine of growth

- Nearly 40% of the region's jobs are in the central city
- 55% to 65% of the region's job growth is expected to be in the central city

High-functioning CBD critical for success

- Keys to attracting new investment, jobs, talent and visitors to city and region:
- Easy to get to/from and around
 - Vibrancy and liveability

COVID-19 is encouraging flexibility

- More flexibility about how, when and where people work.
- May mean more growth throughout region, and more people living near work
- We're monitoring closely, but Wellington City expected to remain the main economic hub of the region

3 Contributing to regional targets

Draft RLTP targets

40% increase
in active travel and public transport mode share by 2030

30% reduction
in transport-generated carbon emissions by 2030

30% of total region trips are to/from or within the central city*

LGWM – Moving more people with fewer vehicles

Increasing mode shift for trips to, from and within the central city will make a significant contribution to the region's targets

- Better walking, cycling, and public transport priority and infrastructure will make these modes more attractive
- National Policy Statement on urban development, WCC spatial plan, and intensification in central city suburbs along public transport routes will see more people live and work near public transport
- More people will walk, cycle and use public transport, leading to less reliance on private vehicles

*In the morning peak



4 Enabling efficient, reliable regional trips

There are many types of regional journeys to/through the city



Visiting the hospital, airport, sports, concerts, other amenities



Freight to the port, airport, manufacturing and population centres



Journeys to work, education, shopping, dining, entertainment

Better choices will reduce pressure on the highway



Improving local transport alternatives and reducing conflicts (e.g. at the Basin) will help reduce pressure on the strategic highway and improve the reliability of travel through the city



Better commuter rail is critical



For people commuting longer distances from around the region, wider regional improvements to rail capacity and reliability are important to integrate with LGWM improvements.



5 Addressing urgent regional investment priorities

Draft RLTP 10-year regional transport investment priorities

Align with

Let's Get Wellington Moving's objectives

Public transport capacity

Build capacity and reliability into rail network and Wellington's public transport to allow for future demand

Travel choice

Make walking, cycling and public transport a safe, sustainable and attractive option for more regional trips

Strategic access

Improve access to key regional destinations such as ports, airports, and hospitals for people and freight

Safety

Improve safety, particularly at high risk intersections and on high risk rural roads

Resilience

Build resilience in the region's transport network by strengthening lifelines and redundancy

Deliver a transport system that...



Enhances the liveability of the central city



Reduces reliance on private vehicles



Provides more efficient and reliable access to all users



Improves safety for all users

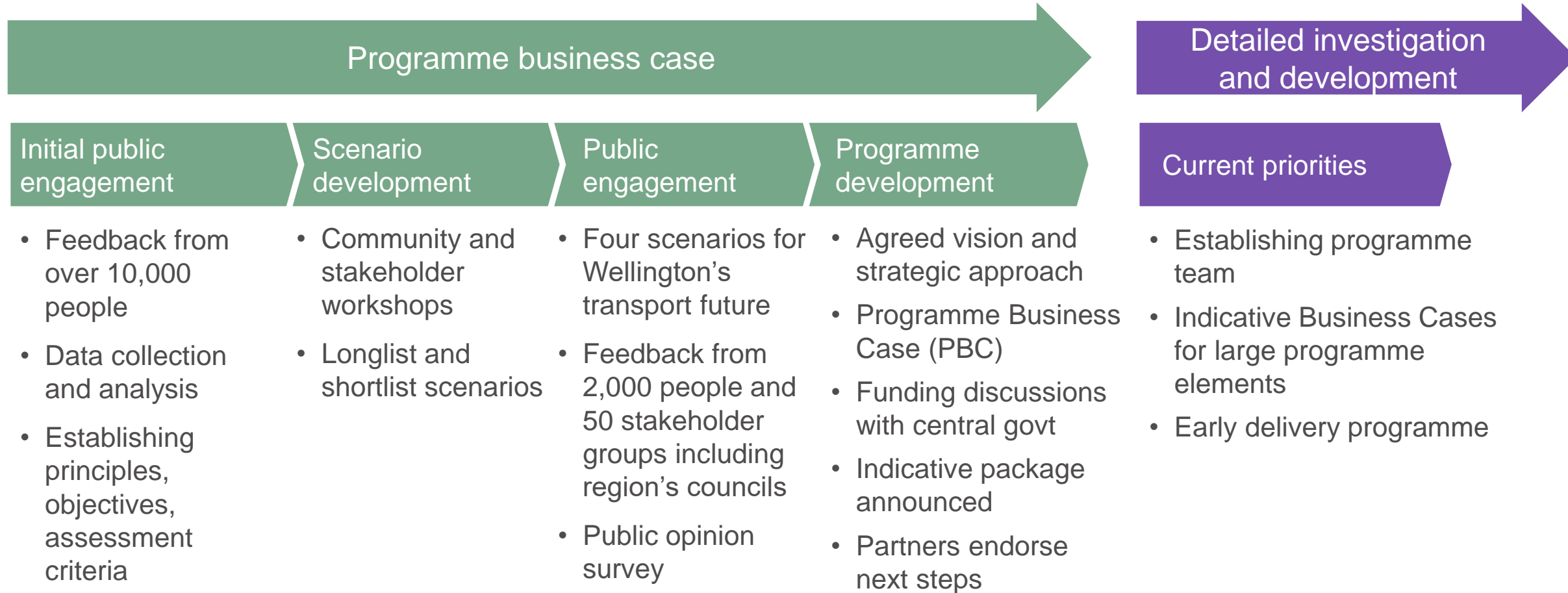


Is adaptable to disruptions and future uncertainty

The path so far

2016

2020



OUR VISION

A great harbour city
accessible to all

with attractive places

shared streets

and efficient local and
regional journeys

To realise our vision
we need to
**Move more people
with fewer vehicles**



The LGWM Plan

Moving more people with fewer vehicles

- Announced by the Minister of Transport, WCC Mayor, and GWRC Chair in May 2019
- 20-year package of transport investments for Wellington
- \$6.4 billion total programme (including inflation, operating and finance costs over 30 years) including \$3.7 billion capital investment
- 60/40 funding split between central/local government partners

Wider regional investment

- A further \$4.4 billion (inflation adjusted) for wider regional projects

Assumptions

- National Land Transport Fund increases in line with inflation and 10.5% of the fund is available for the Wellington Region



Integrated transport improvements

Package	Element	Description	Estimated capital cost* (\$m)
A Early Delivery	Walkable city	Walking and amenity improvements	95
	B City Streets	Connected cycleways	Central city network connecting cycleways to wider suburbs
C Mass Rapid Transit (MRT)		Public transport to and through city	Enhanced bus priority, connections with commuter rail
	Mass rapid transit	Mass rapid transit from central city to airport	2,200
	Smarter transport network	Integrated ticketing, transport network operating systems, travel demand management	80
D Travel Demand Management	Unblocking the Basin Reserve	At-grade changes and grade separation	190
	Extra Mt Victoria Tunnel	Extra Mount Victoria Tunnel, widening Ruahine St and Wellington Rd	700
E Strategic Highway Improvements (SHI)			

Closely aligned with urban development and land use changes

*Inflation adjusted

Phasing will be important to 'free up' transport corridors to enable the construction of bigger projects

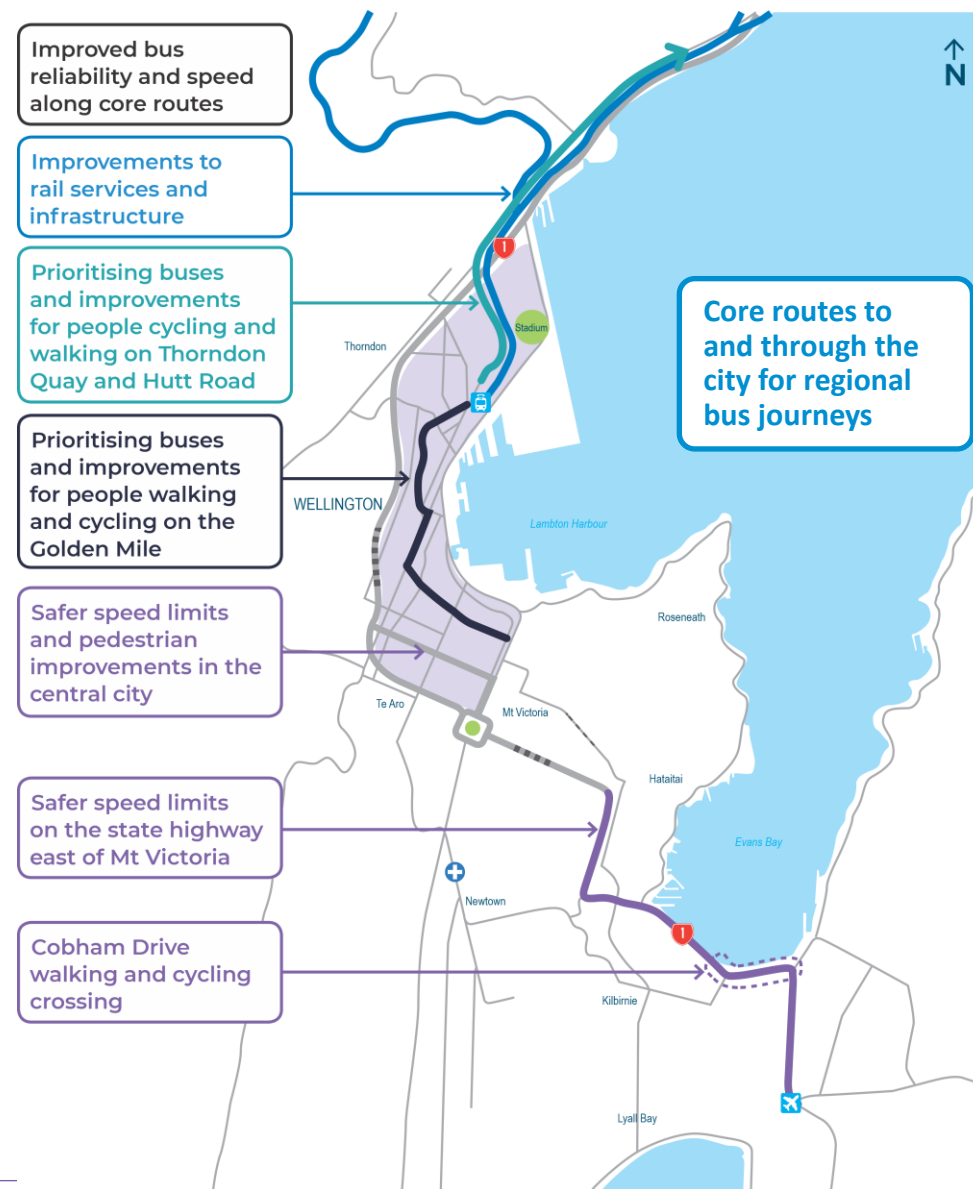
A Early Delivery Programme

Early improvements to start moving more people with fewer vehicles

✓ **Safer speeds in the central city** – 30 km/h on most streets to make it more attractive and safer for people

- **Golden Mile** – bus priority, walking and cycling improvements
- **Thorndon Quay and Hutt Road (TQHR)** – bus priority, cycling and walking improvements
- **Safer speeds on the State Highway east of Mt Victoria** and new **Cobham Drive** crossing
- **Central city walking improvements** – traffic signal improvements for pedestrians

Indicative timeline



B City Streets

Bus priority, cycling, walking and amenity improvements

- **Central City:** walking, cycling, amenity and public transport movements focusing on enhancing safety, amenity and reliability
- **Arterial Routes:** public transport priority, cycling, and walking movements focusing on enhancing safety, amenity, reliability and mode choice
- **Suburban Centres:** facilitating arterial journeys by ensuring safe pedestrian integration with the public transport network, including road crossings and access to stops

Indicative timeline

Complete Mar 2021

2022-2027

Bus priority action plan

Indicative business case

Detailed business cases

Pre-implementation

Implementation



Travel Demand Management

Travel behaviour change

- Investigating a package of 'soft' travel behaviour change measures that would build on existing programmes and be used to support mode change across the region (e.g. workplace travel planning, better information on different travel modes)
- Involves work on measures that could be used to encourage mode shift during periods of (construction) disruption

Levy on Parking

- Investigating options in Wellington, including a commuter survey
- This work will help develop more refined mode change projections for the programme

Indicative
timeline

Complete Feb 2021

Programme
business case

SSBC

Implementation



D Mass Rapid Transit (MRT)

A step change in public transport capacity, quality and performance

- Investigate mass rapid transit from the railway station to Newtown and the airport, to extend the reach of the rail network through the city centre, Te Aro and beyond
- Prepare an Indicative Business Case (IBC) to confirm a recommended route and mode for MRT
- Ensure MRT is well integrated with the wider transport system and urban development opportunities
- Provide information to inform the RLTP, LTPs and NLTP
- Integrate with Strategic Highway Improvements (SHI) and other programme elements
- Preparing for public engagement on integrated MRT/SHI options late 2020 (TBC)

Indicative
timeline



Programme Business Case
MRT route (to be confirmed)

E Strategic Highway Improvements

Improvements at the Basin Reserve, and an extra Mt Victoria Tunnel

- Prepare an Indicative Business Case (IBC) to confirm preferred options for the Basin Reserve and an extra Mt Victoria Tunnel that are:
 - Integrated with MRT and other programme elements
 - Future-proofed for the long-term state highway corridor
- Provide information to inform the RLTP, LTPs, and NLTP
- Prepare for public engagement on integrated SHI and MRT options in late 2020 (TBC)

Indicative
timeline

Complete Mar 2021

Start TBC

Programme
business case

IBC

Detailed
business case

Pre-
implementation

Implementation



Going forward

Continuing the conversation

- LGWM is a key part of the regional transport programme.
- It's a challenging, complex, multi-decade programme with multiple stakeholders, impacts for regional commuters, and significant benefits to the region and our economy.
- There's a lot to work through – we'll need your interest and support to ensure success
- We'd like to continue regional briefings at key milestones, for example:
 - Public engagement on MRT/SHI options
 - MRT/SHI indicative business case completion

How you can help

- Align council plans with regional targets
- Support development and intensification around transport nodes
- Support commuter rail investment plans

Questions for you

What's the best way to keep you informed of our progress?

What are your constituents' concerns

Questions?



Let's GET
Wellington
MOVING

