

OPEN Briefing from Let's Get Wellington Moving

Date of Briefing: 16/09/2020 – 4pm-4.50pm

Attendees

Elected Members: Mayor Barry, Deputy Mayor Lewis, Cr Briggs, Cr Dyer, Cr Edwards, Cr Hislop, Cr Milne, Cr Mitchell, Cr Rasheed, Cr Shaw, Cr Sutton

Community Board members: Ms V Horrocks, Chair Eastbourne Community Board and Ms P Hanna, Chair Petone Community Board

Staff: Ms J Miller, Chief Executive, Ms H Oram, Director Environmental and Sustainability, Ms A Blackshaw, Director Neighbourhoods and Communities, Mr K Puketapu-Dentice, Director Transformation and Resources, Ms A Welanyk, Director Transformation and Resources and Mrs H Clegg, Note Taker

Attendees: Mr Andrew Brody, Programme Director, LGWM, Mr Seb Bishop, Engagement Lead, LGWM

Apologies / Absences

Elected Member Apologies: Cr Brown - Elected Member Absent: Cr Bassett

Key Objectives of the Briefly

The purpose of the briefing is to advise the progress of Let's Get Wellington Moving (LGWM), providing overview and context, and the relationship with the Wellington Regional Transport Plan.

Discussion

Mr Body used a slideshow for his presentation. He explained that:

- Most of LGWM is within Wellington City boundaries, but many trips originate outside of this, within the region.
Need to cater for expected growth.
Wellington has highest public transport mode share in the country.
- LGWM is a partnership between WCC, GWRC and Waka Kotahi, extending from Ngauranga Gorge to the airport.
- LGWM is a key part of the Regional Land Transport Programme (RLTP) and is inter-related with many other plans.
- RLTP aims to integrate all transport modes to provide best traffic flows.
- Supporting regional growth is challenging. Current forecasts predict that job growth is likely to continue even with Covid-19 situation. Greater flexibility in the workforce has become apparent with different growth scenarios emerging.

- Draft RLTP targets aim to get more people moving using fewer vehicles, whilst reducing transport generated carbon emissions.
- Enabling efficient, reliable regional trips means having fewer vehicles on the road, and mainly those which can't share or use different modes e.g. freight deliveries.
- Focus is to address urgent regional investment priorities.
- Detailed public engagement has occurred so far, with the investigative and development phase (developing business cases) about to begin.
- Funding package announced from government includes 20-yr package worth \$6.4B, with a 60/40 split (government 60%, WCC 20%, GWRC 20%). A further \$4.4B after 20yrs.
- Integrated transport improvements are multi modal, including walking, cycling, public transport, mass rapid transport, extra Mt Vic tunnel, with integrated ticket system. Alongside mass transit project corridor is a change in intensification of development.
- Early delivery programme is challenging, especially as a result of Covid-19. The Golden Mile improvements are proving very difficult to implement as retailers are objective and concerned. Many initiatives for enhancing safety amenity and reliability for public transport, cycling and walking are proposed for the CBD and suburbs, with consultation programmed for early 2021.
- Travel behavioural changes have occurred as a result of Covid-19, as people understood they could work differently. Investigations are underway into parking levys.
- Routes and modes for Mass Rapid Transit (MRT) from the railway station, through Newtown to the airport are being investigated, including strategic placement of stops to encourage residential intensification and regeneration. Public consultation is proposed for early 2021.
- Strategic highway improvements include a second Mt Victoria tunnel and options for the Basin Reserve. Public consultation is proposed for early 2021.
- LGWM is an aspirational programme, which is challenging, complex and multi-decade. It relies on a high public transport system.

Mr Body answered questions from members. He advised:

- Current government policy prevented LGWM from considering congestion charges. Instead, they were researching other ways (eg parking levy) to obtain similar benefits.
- MRT has many issues – the fastest route will be the costliest, will be the most direct, will have the most impact on existing development, and will have fewer stops. Using express runs at peak times would also be considered.
- Future consultation will cover a few options for specific projects, making the trade-offs clear. Council's will be briefed prior to the consultation commencing. Past consultation had included regional focus groups and regional surveys. Mr Brody agreed to provide details of the consultation programmes undertaken to date.
- There was more support than opposition to the 30km/hr speed changes in the CBD.
- The Airport Flyer bus was a focus for GWRC. It is a fully commercial service, with little input possible from GWRC, as Wellington Airport and the Airport Flyer have a partnership arrangement.
- Agreed that the full trip needed to be carefully investigated – ie from house to destination, and not just the middle portion.
- GWRC controlled fare prices, and that cost of journeys was an important aspect to developing LGWM.

- There was no direct cost to HCC for LGWM, other than through GWRC rates.
- Using the harbour for transport was being investigated, however the capacity of ferries limited that mode of transport.
- Wellington had two existing high capacity rail networks, and the focus was on better utilisation of these, with business cases for upgrading of these networks crucial...
- That the additional \$4.4B set aside for decade 3 could include CVL and P2G funding, and it was important future projects integrated into LGWM.
- He was uncertain whether the 60/40 LGWM funding split included a requirement of WCC to contribute to State Highway upgrades through Wellington city.
- That a decision was made at the beginning of the LGWM journey to not include SH2 north of Ngauranga.
- That resilience planning is integral in all business cases – recognising the fragile nature of the landscape.

Next Steps

Mr Brody agreed to provide details of the LGWM consultation programmes undertaken to date.

Briefing Materials

Attachment 1 – Slideshow presentation