

Wellington Rapid Transit Bus Corridors

GWRC and WCC Joint Project Approach

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Tim Shackleton – Senior Manager Commercial, Strategy & Investments

Bonnie Parfitt – Senior Manager Network and Customer

Vida Christeller – Manager City Design (WCC)

Kelly Henderson – Partner Lead Project and Infrastructure (WCC)



Purpose

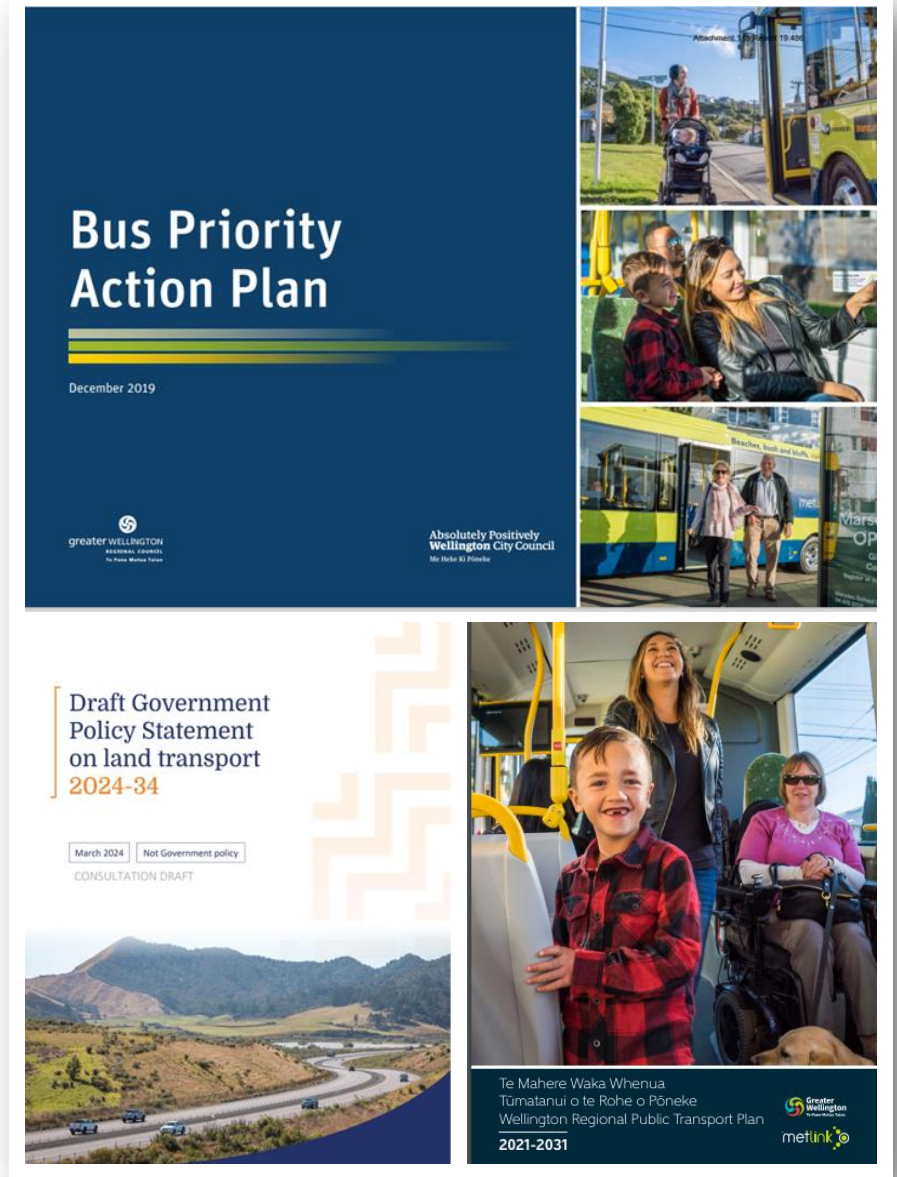
To discuss the proposed Wellington Rapid Transit Bus Programme and a partnership agreement with WCC.

AGENDA

1. Background
2. Strategic Approach / Programme Principles
3. Work Packages
 - Regional Bus Network Strategy
 - Early Delivery
 - Transformational and Integrated Rapid Transit
4. Budgets
5. Next Steps

Background

- LGWM "Phoenix Project"
- Amalgamation of old, new and yet to be considered bus priority plans across the region
- GW has \$82m ex-LGWM programme budget available
- Combination of some very mature opportunities and more ambitious transformational options that will need to tie in with other key transport projects (Basin / Mt Victoria Tunnel).
- While the project scope is yet to be fully defined, the indicative plans are currently within funding envelopes of both WCC and GWRC LTPs



WRTBC: Strategic Approach / Messaging

- **GPS aligned:** Improve speed, reliability and efficiency of public transport while reducing overall road congestion and supporting urban growth
- **50/50 partnership:** WCC and GWRC are equal partners in funding and decision making.
- **Regionally beneficial (not just a WCC project):** Programme includes initiatives outside of WCC and will shape Metlink's overall network design
- **Recycle, don't reinvent:** Leverage existing work including bus priority action plan (BPAP), LGWM City Streets etc
- **Quick wins:** 'No brainers' (which are unlikely to conflict with long term vision) progressed now while longer term opportunities developed in parallel
- **Targeted and prioritised:** The regional strategic plan will review and prioritise all opportunities to maximise value / benefits.
- **Integrated long term vision:** Long term 'transformational changes' will tie into Basin / Mt Victoria tunnel and other regionally significant transport and urban design plans
- **Right size, right level governance:** Have the right representation in the room to make conclusive decisions on key strategic recommendations

GPS EXCERPT

“ This modern rapid transit system will support urban development and housing growth, which allows for increased public transport choice, building on the investment already made in the City Rail Link in Auckland and the addition trains to be introduced in Wellington later this decade, and the acceleration of Wellington's North-South, East-West, and Harbour Quays' bus corridors. The Government is funding KiwiRail to deliver network repairs and upgrades to ready the network for these major improvement. Completing Auckland's Rail Network Rebuild and upgrading Wellington's rail network substations are priorities for the Government. ”

Work Packages

RAPID TRANSIT BUS CORRIDORS: REGIONAL PROGRAMME

GWRC	GWRC / WCC JOINT PARTNERSHIP			WCC
<p>Wider Regional Improvements As identified through strategic plan</p>	<p>Harbour Quays Second spine - Enabling city wide bus capacity growth & Golden Mile transformation</p>	<p>Eastern Corridor City to Miramar - Already identified improvement opportunities from LGWM, BPAP and articulated vehicles</p>	<p>WCC Other Includes Taranaki / Wallace / John St, South West CBD, Karori, and Johnsonville bus priority opportunities</p>	<p>Golden Mile Separate project run in collaboration. GWRC provide bus stop infrastructure</p>

PROPOSED FUNDING APPLICATION (INDICATIVE ONLY)

JVs TBD	Works Delivery: 50 / 50 Share	100% WCC*
Longer Term Strategic Planning: 100% GWRC		

* GWRC pay for bus stop infrastructure only

Work Package – Regional Bus Network Strategic Plan

- It will tie together and update works already identified through the BPAP, LGWM City Streets and various TA roading and future transport plans
- All identified initiatives will be reviewed for cost-benefits, complexity / risk and prioritised accordingly
- Timing aligned with various TA roading plans
- This will lead to a prioritised regional plan for bus corridor changes over the next 10-15 years
- It's likely that these changes will trigger timetable and route design changes to maximise the benefits of these corridors
- While development of the plan is 100% funded and owned by GWRC, it will be compiled in conjunction with WCC, KCDC, PCC, UHCC, and HCC.
- The plan will be complementary to WCC Transport Plan and various other regional plans and strategies

Corridor selection process

Analyse passenger and travel time data

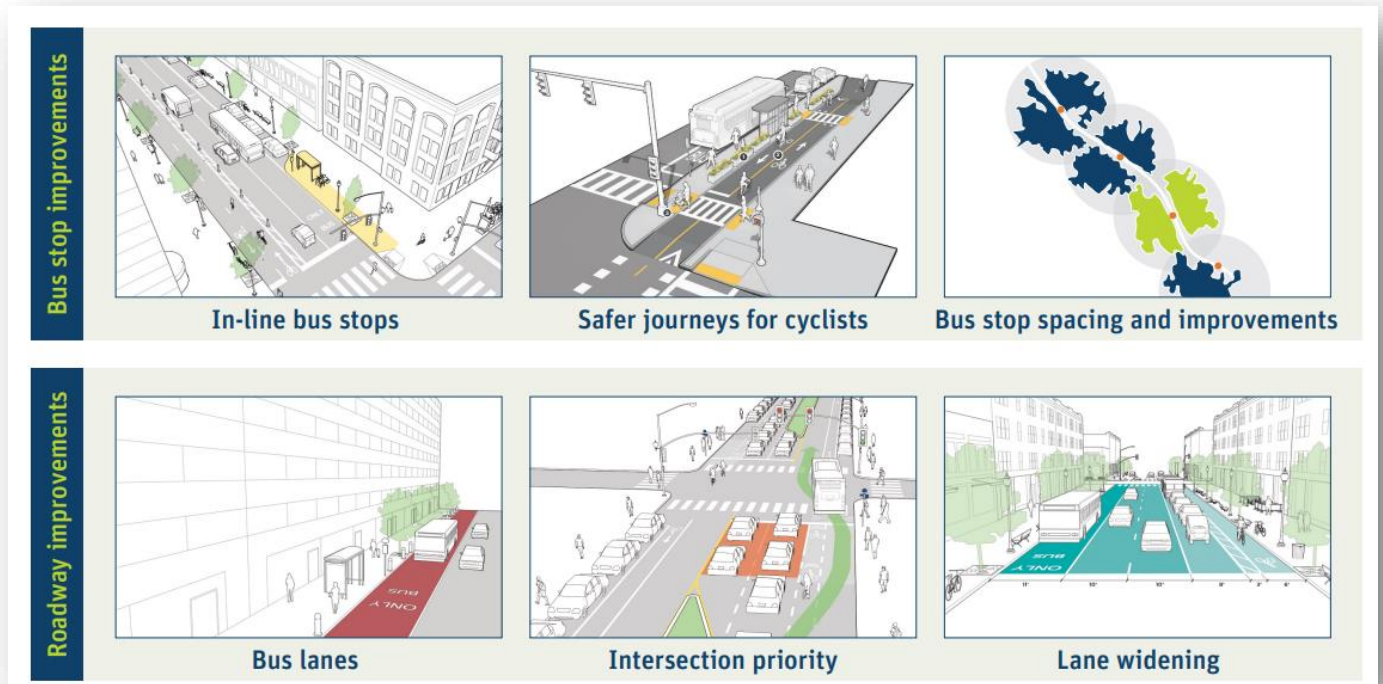
Prioritise routes with low travel time reliability and slow travel times, ordered by passenger volumes

Prioritise routes with either a travel time or reliability problem, ordered by passenger volumes

Produce list of priority corridors for analysis

Work Packages – Early Delivery

- Many of these projects are quite mature and can be uplifted from various existing plans and business cases
- Most immediate works will be focused on the harbour keys and eastern corridor improvements.
- Key GWRC projects, including the second spine, route 2 capacity improvements (articulated buses) and Hihi (depot strategy) will be integrated into these work packages
- GWRC will also work with the other TAs to identify other opportunities across the region for early delivery but most immediate opportunities are expected to reside with WCC .



Work Package – Transformational Bus Priority Corridors

- The intent is to consider a fully traffic separated corridor that is ‘highly connected’ to the urban environment from the Railway Station to the Airport and Miramar.
- Further enhancement options to the South (Hospital and Island Bay), Karori and Johnsonville will also be considered to create a highly connected network of corridors.
- Will require a united shared ‘end state vision and plan’ by NZTA (Basin, Mt Victoria tunnel, Cobham Dr), GWRC and WCC
- Note the Basin and Mt Victoria tunnel business cases were reliant on MRT to deliver benefits.
- There are a range of design options to consider / difficult to set a budget at this stage.
- However likely to be relatively high cost and disruptive a clear integrated business case will be required before proceeding



Budget

- GWRC has allocated \$82m (net) in the LTP for projects associated with LGWM.
- We have assumed normal NZTA 'FAR' of 51% with a 50/50 split between WCC and GWRC for the remainder of shared work packages (i.e. 24.5%)
- Full NZTA /WCC participation would enable a potential work programme around \$300 - \$400m.
- WCC and NZTA funding for transformational package will need to be developed over the next triennium (currently no available funding).
- Current indicative budgets show sufficient headroom for the early delivery package and transformational business casing (\$23.7m of \$82.0m)
- Officers have had to work under urgency to get the projects registered with NZTA to enable access to funding from the National Land Transport Fund.
- We will know around August if we are successful.

PROJECT	Funding AO	3 yr Cost	10 yr Cost
Regional Strategy	GW	\$1.0m	-
Harbour Quays	WCC	\$52.2m	\$57.5m
Harbour Quays – Stage 2	GW	\$2.5m	\$122.5m
Eastern Corridor	WCC	\$21.2m	-
Eastern Corridor – Stage 2	GW	\$1.5m	\$117.5m
WCC Bus Improvements	WCC	-	\$59.4m
Regional Bus Prioritisation	GW	\$6.3m	\$21.3m
GWRC Share		\$23.7m	TBD
Total Project		\$84.7m	\$378.2m

Next Steps

