

**From:** Rhona Hewitt  
**Sent:** Wednesday, 15 June 2016 10:38 a.m.  
**To:** Andy Foster  
**Cc:** Wayne Hastie; geoff.swainson@wcc.govt.nz; Paul Swain - External  
**Subject:** FW: Top 5 areas of bus congestion in Wellington city

Hi Andy,

Thank you and the other WCC Councillors for giving us your time yesterday to provide an update on the new Wellington City Bus network. We are more than happy to spend further time with councillors going through details on changes in their individual areas of representation. I would appreciate if you could encourage councillors to get in contact with myself or Antoinette Bliss (WCC) to arrange suitable times and locations.

Yesterday you asked about the pinch points for buses on the Wellington road network. Below is an email compiled over a year ago. I believe this information was supplied to WCC at the time and again earlier this year. Since the email there has been no significant changes on the network which will have materially improved average bus speeds (we did a recent check on Willis & Victoria – see below), so I believe these are still our top 5 problem areas.

- Willis currently has an average speed of around 8.5km/hr during the morning peak
- Victoria currently has an average speed of around 9.00/hr during the afternoon peak

Hope you find this useful, and will get the conversation started between our organisations on what changes can be made to speed up the buses in these areas.

Kind regards

**Rhona Hewitt**  
**GREATER WELLINGTON REGIONAL COUNCIL**  
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**From:** Wayne Hastie <[Waynx.xxxxxx@xx.xxxx.xx](mailto:Waynx.xxxxxx@xx.xxxx.xx)>  
**Date:** 16 February 2015 12:47:41 pm NZDT  
**To:** Paul Swain - External <[paulswaingw@gmail.com](mailto:paulswaingw@gmail.com)>  
**Subject:** Bus priority areas Wellington City

Recent analysis of real our time bus tracking data indicates significant levels of delay and travel time variability on key bus corridors in Wellington City. At peak times the worst performing key bus corridors are:

- Victoria Street (Dixon St to Webb St section) – 8.0 km/h average bus speed (pm peak) – affecting approximately 28 buses and 700 people
- Willis Street (Webb St to Dixon St section) – 8.2km/h average bus speed (am peak) – affecting approximately 24 buses and 800 people

- Taranaki Street (Courtenay Place to John St section) - 12.3km/h average bus speed (pm peak) – affecting approximately 25 buses and 500 people
- Constable Street (Coromandel St to Riddiford St section)– 12.7km average bus speed (am peak) – affecting approximately 36 buses and 800 people
- Kent Terrace and Adelaide Road (Courtenay Place to John St) – 15.3km/h (pm peak) – affecting approximately 54 buses and 1500 people

By way of comparison a typical walking speed is around 5km/h. We also understand that Auckland Transport consider 22km/h as an acceptable operating speed for urban bus routes with the expectation that where bus services are not meeting this target interventions should be considered to improve travel times and reliability.

Currently just two bus corridors in Wellington City meet this 22km/h hour target, these being Thorndon Quay and Glenmore Street with peak direct buses speeds ranging between 22 to 34 km/h. Key to these corridors being more reliable is that both have bus priority lanes and better bus stops spacing. These corridors also have the advantage of having fewer sets of traffic signals and neither of them cross State Highway 1.

**Wayne Hastie** | General Manager, Public Transport Group

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[Redacted]

**From:** Charles Agate  
**Sent:** Friday, 15 July 2016 10:55 a.m.  
**To:** Sarah Free (x@x)  
**Cc:** Rhona Hewitt  
**Subject:** Follow-up from Meeting (Thurs 14/07/2016)

Hi Sarah

Thanks for making the time to meet with us yesterday. It certainly was a quick 101 of public transport and was probably a lot to take in one session. I hope it provided you with an insight into how it is important that our 2 organisations work together and how political support is essential to enable improvements to PT (particularly in the infrastructure space).

[Redacted]

- WCC improve the progress of buses through intersections (bus priority measures such as more B phase lights) and use “NZTA’s Interim Guidelines for public transport infrastructure and facilities” as their design standard for bus stop layouts (means buses can smoothly move in and out of a stop and improves the boarding /aligning accessibility for passengers).  
Other benefits from improved stop layout and spacing – improves general traffic flow past the bus (the bus back no longer sticks out in the traffic lane), means the buses aren’t stopping so often enabling average speeds to increase and reduce journey times for both buses and general traffic, also reduces road wear (buses no longer having to do a hard turn in and out of a stop which damages the road surface)

As you can see by working together on a number of combined actions can make a big difference to the experience people have when using PT and to other road users.

[Redacted]

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[Redacted]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

If you would like you like to meet up again in the future then please contact either myself or Rhona.

Regards

**Charles Agate** | Infrastructure Implementation Officer  
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**From:** Councillor Chris Calvi-Freeman <Chris.Calvi-Freeman@wcc.govt.nz>  
**Sent:** Monday, 27 March 2017 11:14 p.m.  
**To:** Daran Ponter - External; Barbara Donaldson - External; Roger Blakeley - External  
**Cc:** Sue Kedgley - External; Councillor Brian Dawson; Councillor Sarah Free; Councillor Jill Day; Barbara Donaldson; Luke Troy; Wayne Hastie; Rhona Hewitt  
**Subject:** RE: Proposed special meeting before Easter of Joint GW/WCC Transport WG - topic bus hubs etc

Points taken Barbara, thank you.

Daran, I'd like to attend the meeting with John Rankin, whether within or outside of the Working Group.

Cheers

**Chris Calvi-Freeman**

Wellington City Councillor, Eastern Ward  
Portfolio Leader: Transport Strategy and Operations  
P 04 386 2753 | M 027 803 0015



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**From:** Barbara Donaldson [<mailto:barbara.donaldson9@gmail.com>]  
**Sent:** Monday, 27 March 2017 5:50 PM  
**To:** Roger Blakeley <[roger.blakeley@outlook.com](mailto:roger.blakeley@outlook.com)>  
**Cc:** Councillor Chris Calvi-Freeman <[Chris.Calvi-Freeman@wcc.govt.nz](mailto:Chris.Calvi-Freeman@wcc.govt.nz)>; SueKedgley <[sue@suekedgley.com](mailto:sue@suekedgley.com)>; Councillor Brian Dawson <[Brian.Dawson@wcc.govt.nz](mailto:Brian.Dawson@wcc.govt.nz)>; Councillor Sarah Free <[Sarah.Free@wcc.govt.nz](mailto:Sarah.Free@wcc.govt.nz)>; ponter.amor <[ponter.amor@xtra.co.nz](mailto:ponter.amor@xtra.co.nz)>; Councillor Jill Day <[Jill.Day@wcc.govt.nz](mailto:Jill.Day@wcc.govt.nz)>; Barbara Donaldson

<[barbara.donaldson@gw.govt.nz](mailto:barbara.donaldson@gw.govt.nz)>; Luke Troy <[Luke.Troy@gw.govt.nz](mailto:Luke.Troy@gw.govt.nz)>; Wayne Hastie <[Wayne.Hastie@gw.govt.nz](mailto:Wayne.Hastie@gw.govt.nz)>; Rhona Hewitt <[Rhona.Hewitt@gw.govt.nz](mailto:Rhona.Hewitt@gw.govt.nz)>

Subject: Re: Proposed special meeting before Easter of Joint GW/WCC Transport WG - topic bus hubs etc

Hello all

I am sorry I'm a bit late to this email trail. I have a number of concerns.

4. I agree with Sarah that we need to set our priorities and agenda them accordingly. In the first instance these must be about how we can facilitate the changes that will be needed to implement the new bus routes and bus rapid transport - things like bus stops, interchanges, priority routes for buses. We need to consider what the obstacles are, how we can work together to address them, how to consult with our communities, how we can sell the benefits of things like removing car parks to the community etc.

In summary, I think we should just meet on April 27 as planned but focussing on bus hubs, etc. If you still want a meeting before Easter, it has to be Monday or Tuesday to accommodate Jill and Sue, but Rhona and Wayne will not be available so it cannot deal with buses. I'm not sure if Luke is available. We could use it to agree topics and their priorities. Two that were listed at the first meeting but have not been talked about yet are bus priority thru the central city and pedestrianisation, removal of traffic and parking - pretty meaty topics. We have talked about PT fares, interchanges and future proofing for light rail.

Cheers  
Barbara

On Sat, Mar 25, 2017 at 1:33 PM, Roger Blakeley <[roger.blakeley@outlook.com](mailto:roger.blakeley@outlook.com)> wrote:

ALL In light of the comments from WCC members of Joint WG below, I suggest we try for a special meeting on bus hubs etc in the week before Easter. We will need to find a date that suits elected members and officers. Could I suggest some options below, and crs and officers could indicate which dates you are available:

1. 4pm Monday 10 April
2. 3pm Tues 11 April

- 3. 4pm Wed 12 April
- 4. 2pm Thurs 13 April

Please indicate which options suit you.

Regards, Roger

Roger Blakeley

***Roger Blakeley Consultant***

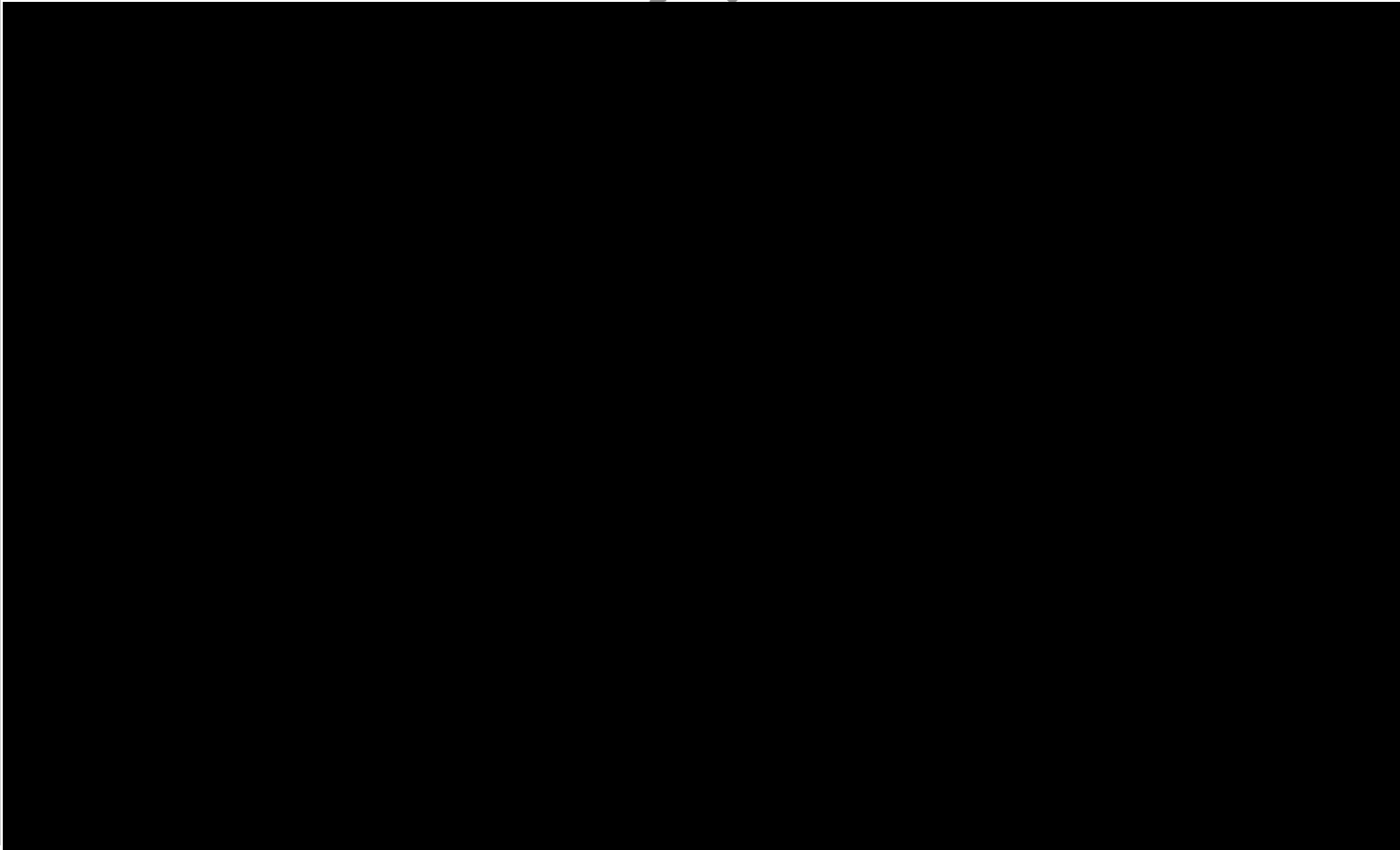
Councillor, Greater Wellington Regional Council

Member, Capital and Coast District Health Board

Email: [xxxxx.xxxxxxxx@xxxxxxx.xxx](mailto:xxxxx.xxxxxxxx@xxxxxxx.xxx)

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15 May 2018

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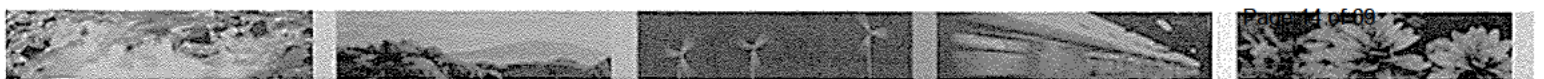
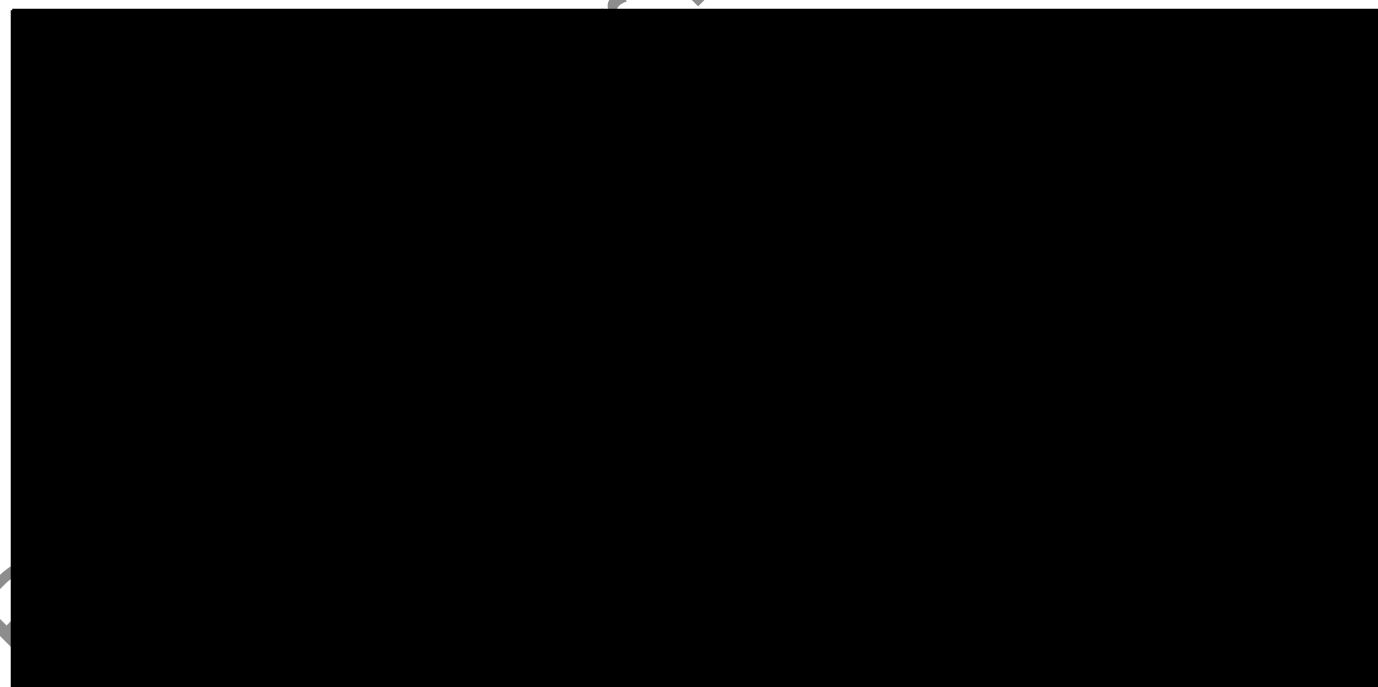
Mayor Justin Lester  
Wellington City Council  
PO Box 2199  
Wellington 6140

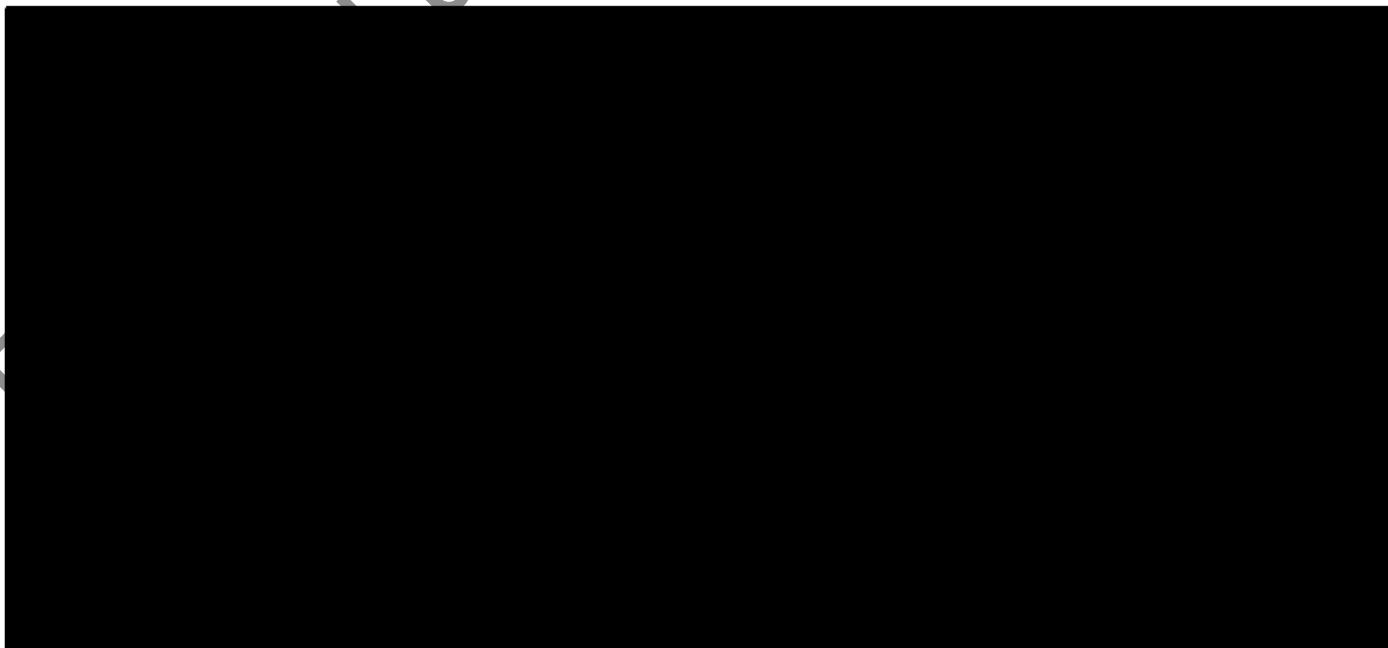
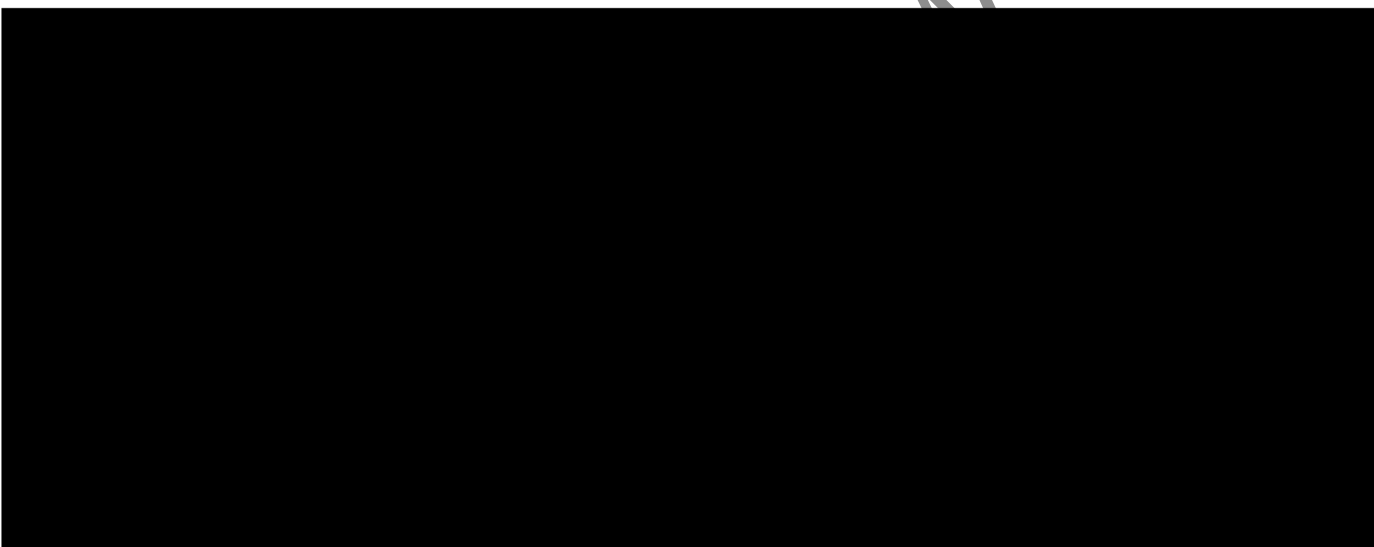
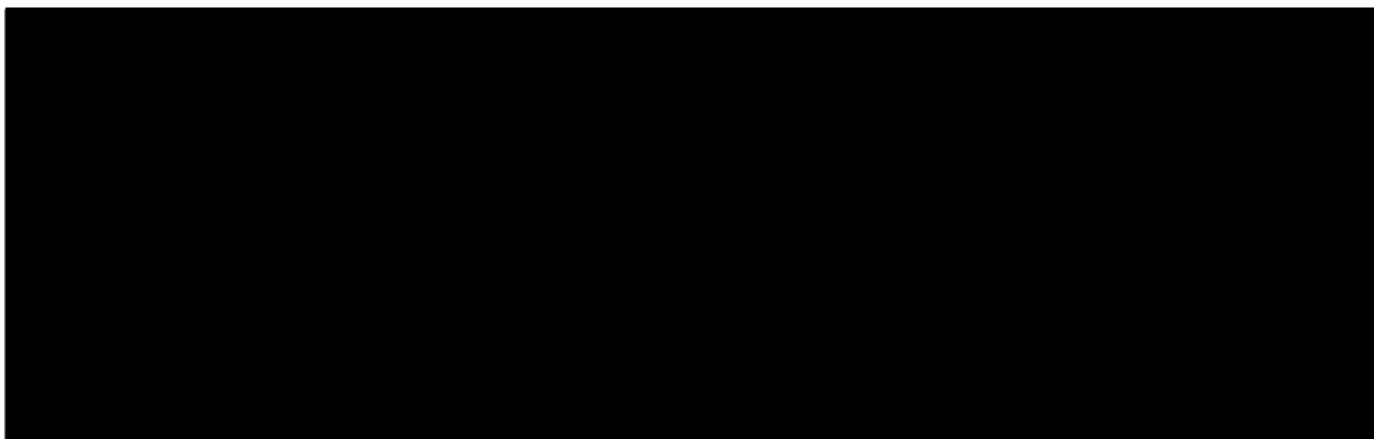
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Dear Justin

## Submission on the proposed Wellington City Council Long Term Plan 2018-2028

Thank you for the opportunity to provide feedback on the Wellington City Council proposed Long Term Plan 2018-2028 Consultation Document and supporting information. Greater Wellington Regional Council (Greater Wellington) wishes to make the following comments.







### **Let's Get Wellington Moving**

Greater Wellington supports the Council's inclusion of indicative funding for Let's Get Wellington Moving. We look forward to continuing to partner with the Council to progress this project.

### **Other transport initiatives**

Greater Wellington supports the Council's plan to increase the resilience of the roading network through upgrades to structures and Ngaio Gorge. Identifying and mitigating key vulnerabilities on the transport network is a key improvement area under the Regional Land Transport Plan objective of an increasingly resilient transport network. Resilience is one of the short-term focus areas for the next three years.

Greater Wellington supports the upgrading of bus shelters and bus priority measures, as these influence the uptake of public transport. We would like the opportunity to find out more about the plans for bus advance signals on the Golden Mile, to better understand with how these will support Let's Get Wellington Moving.

Greater Wellington also supports the Council's plan to introduce safer speed limits using the NZTA's Speed Management Guidelines. A safer system for all users of our regional transport network is a strategic priority under the Regional Land Transport Plan.

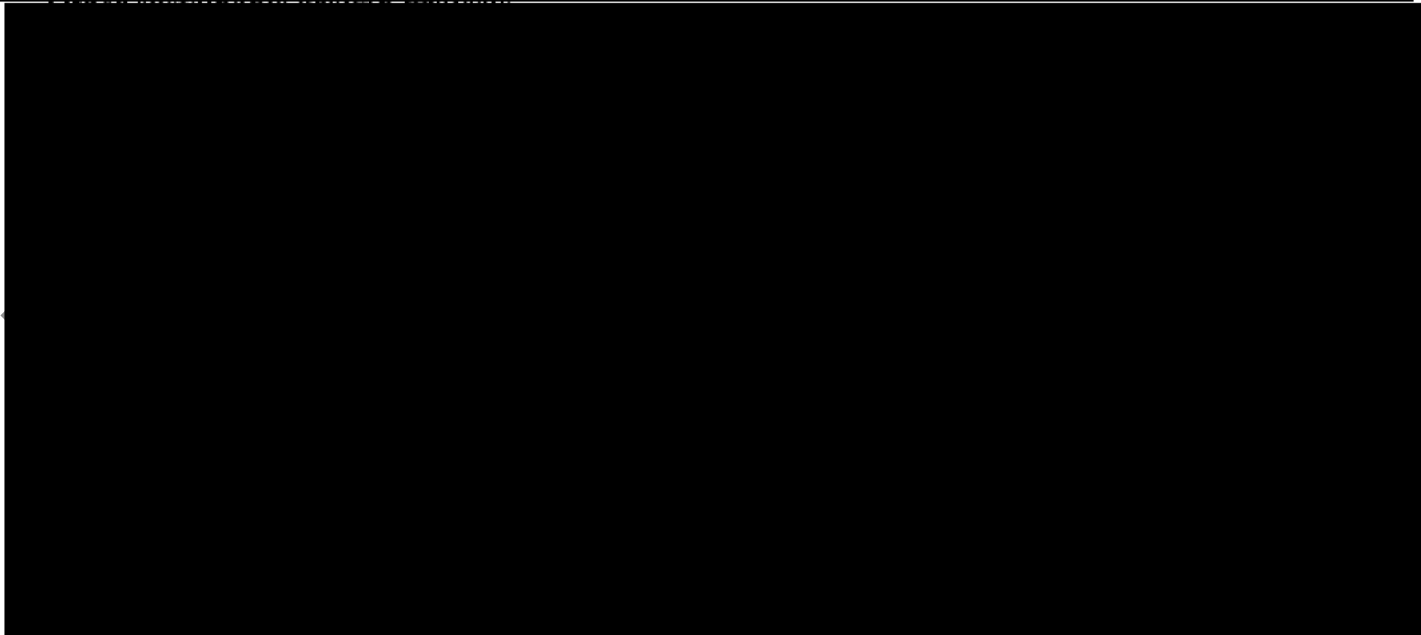
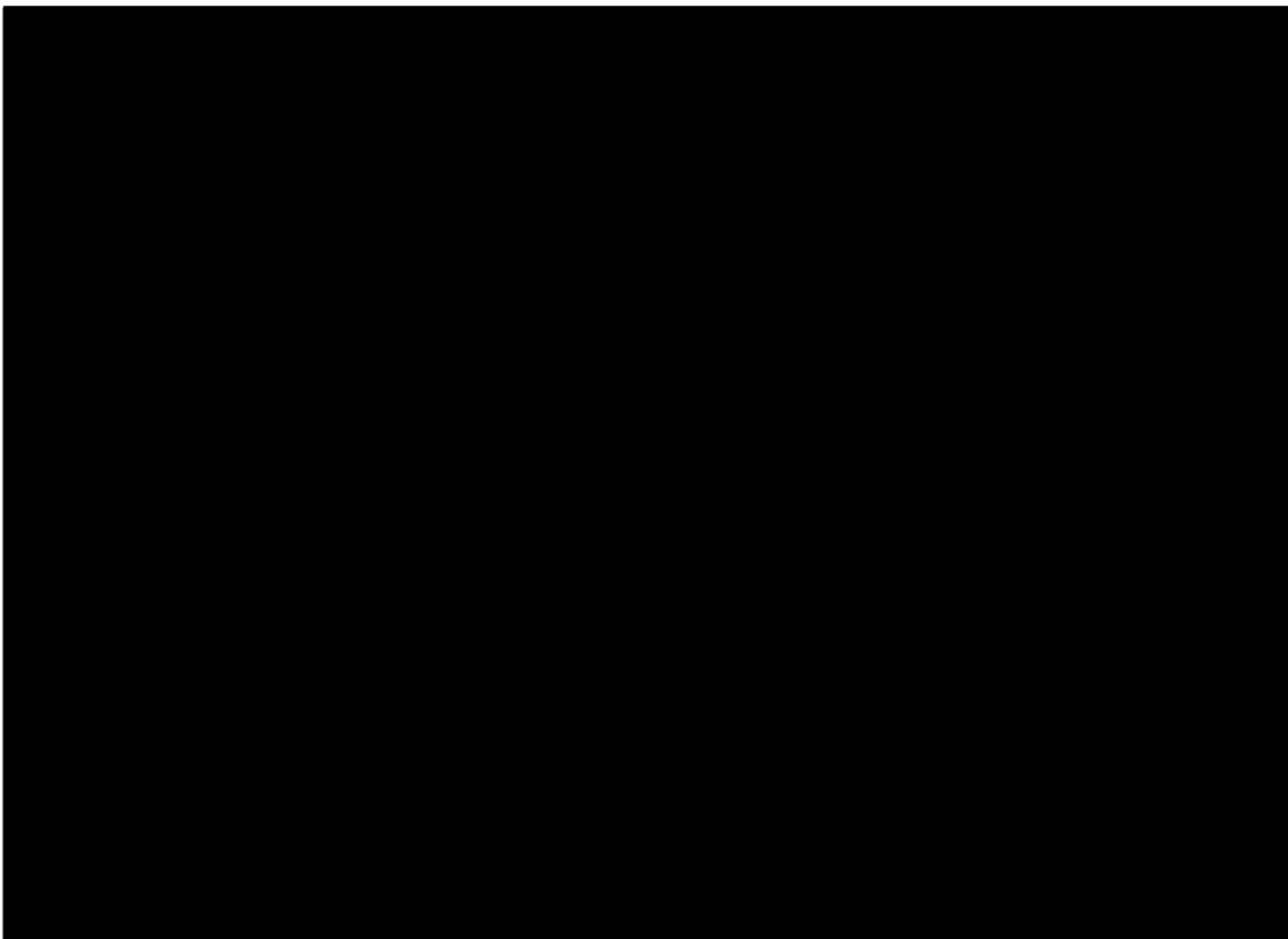


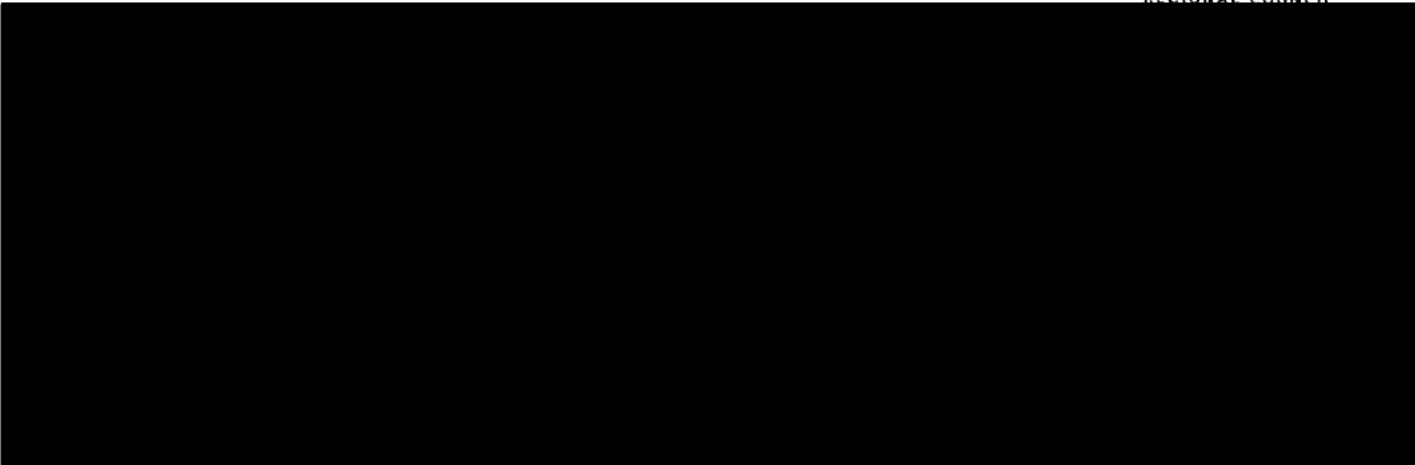


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REGIONAL COUNCIL

Te Pane Matua Taiao





Thank you again for the opportunity to comment. If you have questions, please contact Nicola Shorten, Manager, Strategic and Corporate Planning by phone on 04 830 4035 or email at [nicola.shorten@gw.govt.nz](mailto:nicola.shorten@gw.govt.nz).

Yours sincerely

**Chris Laidlaw**  
Chair

Released under LGOMIA

**From:** Helen Chapman  
**Sent:** Monday, 21 May 2018 11:40 a.m.  
**To:** Patrick Farrell; 'Amy Kearse'; Andrew Ford; Andrew Macbeth; Angus Gabara; Anke Kole; 'damon Simmons'; 'david hopman mstn'; 'GEOFF MARSHALL'; 'Geoff Swainson'; 'graham sewell HCC'; 'gunther wild WCC'; Harriet Shelton; 'JASON MORGAN'; 'john gloag HCC'; 'Kesh'; 'leanne kernot HCC'; Lucy Harper; 'mark allingham SWDC'; Melanie Thornton; 'Michael Siazon'; 'Michelle Lewis'; 'Mike Evans'; Natasha Hayes; 'nienke itjeshorst kapiticoast'; 'patrick.hanaray@uhcc.govt.nz'; Paul Kos; 'phil eyles'; 'sean mallon KCDC'; 'steve spence WCC'; Tim Langley SWDC; 'tracy gardiner'; 'Suzanne Rushmere (Suzanne.Rushmere@kapiticoast.govt.nz)'; 'Adam Nicholls (Adam.Nicholls2@nzta.govt.nz)'; Charlotte Vaughan; Luke Troy; Rhona Hewitt  
**Cc:** 'Ting Ge'; 'Marilyn Mills'; 'Geoff Marshall'; 'Sean Mallon'  
**Subject:** RE: RLTP significant activities prioritisation following TAG moderation

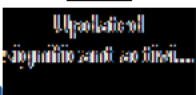
Hi,

We have had a few last minute changes come through on the significant activities. These are shown in the attached table in the dark orange squares.

The most significant of these changes is the addition of a new project from Porirua Transmission Gully interfaces and SH1/SH58 revocation. Mike and I have assessed it against the regional objectives. *Please let me know ASAP if you have any concerns.*

The other changes are a new name and BCR for integrated ticketing (this is now called Project NEXT), an updated BCR for Petone to Ngauranga cycleway, a medium for active mode alignment for Resilient Port to recognise that pedestrian linkages will be improved.

Cheers



Helen

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**From:** Helen Chapman  
**Sent:** Tuesday, 15 May 2018 4:18 PM  
**To:** Patrick Farrell <[Patrick.Farrell@gw.govt.nz](mailto:Patrick.Farrell@gw.govt.nz)>; Amy Kearse <[Amy.Kearse@nzta.govt.nz](mailto:Amy.Kearse@nzta.govt.nz)>; Andrew Ford <[Andrew.Ford@gw.govt.nz](mailto:Andrew.Ford@gw.govt.nz)>; Andrew Macbeth <[Andrew.Macbeth@gw.govt.nz](mailto:Andrew.Macbeth@gw.govt.nz)>; Angus Gabara <[Angus.Gabara@gw.govt.nz](mailto:Angus.Gabara@gw.govt.nz)>; Anke Kole <[Anke.Kole@gw.govt.nz](mailto:Anke.Kole@gw.govt.nz)>; damon Simmons <[damon.simmons@huttcity.govt.nz](mailto:damon.simmons@huttcity.govt.nz)>; david hopman mstn <[davidhopman@mstn.govt.nz](mailto:davidhopman@mstn.govt.nz)>; GEOFF MARSHALL <[gmarshall@pcc.govt.nz](mailto:gmarshall@pcc.govt.nz)>; Geoff Swainson <[geoff.swainson@uhcc.govt.nz](mailto:geoff.swainson@uhcc.govt.nz)>; graham sewell HCC <[graham.sewell@huttcity.govt.nz](mailto:graham.sewell@huttcity.govt.nz)>; gunther wild WCC <[Gunther.Wild@wcc.govt.nz](mailto:Gunther.Wild@wcc.govt.nz)>; Harriet Shelton <[Harriet.Shelton@gw.govt.nz](mailto:Harriet.Shelton@gw.govt.nz)>; JASON MORGAN <[Jason.Morgan@nzta.govt.nz](mailto:Jason.Morgan@nzta.govt.nz)>; john gloag HCC <[John.Gloag@huttcity.govt.nz](mailto:John.Gloag@huttcity.govt.nz)>; Kesh <[Kesh.Keshaboina@nzta.govt.nz](mailto:Kesh.Keshaboina@nzta.govt.nz)>; leanne kernot HCC <[Leanne.Kernot@huttcity.govt.nz](mailto:Leanne.Kernot@huttcity.govt.nz)>; Lucy Harper <[Lucy.Harper@gw.govt.nz](mailto:Lucy.Harper@gw.govt.nz)>; mark allingham SWDC <[mark.allingham@SWDC.GOV.TZ](mailto:mark.allingham@SWDC.GOV.TZ)>; Melanie Thornton <[Melanie.Thornton@gw.govt.nz](mailto:Melanie.Thornton@gw.govt.nz)>; Michael Siazon <[Michael.Siazon@nzta.govt.nz](mailto:Michael.Siazon@nzta.govt.nz)>; Michelle Lewis <[Michelle.Lewis@nzta.govt.nz](mailto:Michelle.Lewis@nzta.govt.nz)>; Mike Evans <[Mike.Evans@poriruacity.govt.nz](mailto:Mike.Evans@poriruacity.govt.nz)>; Natasha Hayes <[Natasha.Hayes@gw.govt.nz](mailto:Natasha.Hayes@gw.govt.nz)>; nienke itjeshorst kapiticoast <[nienke.itjeshorst@kapiticoast.govt.nz](mailto:nienke.itjeshorst@kapiticoast.govt.nz)>; [patrick.hanaray@uhcc.govt.nz](mailto:patrick.hanaray@uhcc.govt.nz); Paul Kos <[Paul.Kos@gw.govt.nz](mailto:Paul.Kos@gw.govt.nz)>; phil eyles <[Phillip.Eyles@nzta.govt.nz](mailto:Phillip.Eyles@nzta.govt.nz)>; sean mallon KCDC <[sean.mallon@kcdc.govt.nz](mailto:sean.mallon@kcdc.govt.nz)>; steve spence WCC

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**Cc:** Ting Ge <[Ting.Ge@kapiticoast.govt.nz](mailto:Ting.Ge@kapiticoast.govt.nz)>; Marilyn Mills <[Marilyn.Mills@wcc.govt.nz](mailto:Marilyn.Mills@wcc.govt.nz)>; Geoff Marshall <[xxxxx.xxxxxxxx@xxxxxxxxxxxx.xxxx.xx](mailto:xxxxx.xxxxxxxx@xxxxxxxxxxxx.xxxx.xx)>; Sean Mallon <[xxxx.xxxxxx@xxxxxxxxxxxx.xxxx.xx](mailto:xxxx.xxxxxx@xxxxxxxxxxxx.xxxx.xx)>  
**Subject:** RLTP significant activities prioritisation following TAG moderation

Hi,

Thanks for your time and patience today. As I mentioned there are some challenges with the prioritisation process. I have updated the prioritised list of significant activities to reflect the changes we agreed in the meeting. Please take a look and **let me know if there are any errors**. The first table is for TAG use only – this information will be presented to RTC in a different way.

The four tables presenting the draft programme will be provided to RTC. I have highlighted where I have queries, and will contact those affected. Please also **check all your activities** in tables one -four and let me know if there are any errors or changes required.

Please get back to me with any changes before **COP Friday**

Thanks & regards

<< File: Simplified tables for TAG.DOCX >>

**Helen Chapman** | Senior Transport Planner, Strategy  
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Draft re-prioritisation rank	Project name	Strategic fit rating	public transport assessment	Active Modes assessment	Environmental assessment	Strategic road network assessment	Safer System assessment	Integration assessment	Freight assessment	Resilience assessment	Effectiveness rating	BCR	Economic efficiency rating	GW collated profile
1	Ngauranga to Airport (Let's Get Wellington Moving)	VH	High	High	High	High	Medium	High	Medium	High	H	1.00	L	VHHL
2	Wellington metro rail track infrastructure catch up renewals	VH	High	Medium	High	Medium	Medium	High	High	High	H	2.70	L	VHHL
3	Ngauranga to Petone walking and cycling link	VH	Medium	High	High	High	High	Medium	Low	High	H	1.80	L	VHHL
3	Unlocking capacity and improving resilience - infrastructure	VH	High	Medium	High	Medium	Low	High	High	High	H	1.80	L	VHHL
5	Unlocking Network Capacity & Improving Resilience (RS1)	VH	High	Medium	High	Medium	Low	High	High	High	H	1.00	L	VHHL
6	SH2 Featherston to Upper Hutt safe system transformation	VH	None	Low	Low	High	High	Medium	High	High	M	1.00	L	VHML
6	SH2 Featherston to Masterton safe system transformation	VH	None	Medium	Low	High	High	High	High	Low	M	1.00	L	VHML
8	SH58 Porirua to SH2 Upper Hutt safe system transformation	VH	Low	Low	Low	High	High	Medium	Medium	High	M	1.00	L	VHML
9	SH2 Wellington to Upper Hutt Safer Corridor	VH	Low	Medium	Low	High	Medium	Medium	High	Low	M	1.00	L	VHML
10	Park & ride gates	H	High	Medium	High	Medium	Medium	High	Medium	Medium	H	1.00	M	HMM
11	Wellington ITS Improvement programme	H	Low	Medium	Medium	High	Medium	Medium	Medium	Low	M	5.10	H	HMH
12	The Beltway	H	Low	High	Medium	Medium	High	Medium	None	Low	M	6.50	H	HMH
13	Hutt City Cross Valley Connection	H	Medium	Medium	Low	High	High	High	High	High	H	1.50	L	HHL
14	Adelaide Road Improvements	H	High	High	Medium	Medium	High	High	Low	High	H	1.00	L	HHL
14	Kent and Cambridge Terraces Roding Improvements	H	High	High	Medium	Medium	High	High	Low	High	H	1.00	L	HHL
16	Aotea Quay Improvements	H	Low	Medium	Low	High	High	High	High	High	H	2.00	L	HHL
17	Suburban Bus Priority Phase 1	H	High	Medium	High	Medium	Medium	High	Low	Medium	M	3.50	M	HMM
18	Project NEXT Integrated Fares and Ticketing	H	High	Medium	High	Medium	Medium	High	Low	None	M	3.20	M	HMM
19	SH1 Tawa through CBD - Interim Optimisation Measures	H	Low	Medium	Low	High	Medium	Medium	High	Low	M	1.00	M	HMM
20	Palmerston North – Wellington Passenger rail (Capital Connection)	H	Medium	Low	Medium	Low	Low	Medium	Low	Medium	L	1.00	H	HLH
21	Real time information tools	H	High	Medium	High	Medium	Medium	Medium	Low	High	M	1.00	L	HML
22	Resilient Port access	H	Low	Medium	None	High	None	High	High	High	M	1.00	L	HML

22	Wairarapa service & capacity enhancements (E-DMUs & Shuttles)	H	High	Medium	Medium	Medium	Medium	Medium	Low	Medium	M	1.00	L	HML
24	Eastern Bays Shared Path	H	None	High	Medium	Medium	High	Low	None	High	M	2.00	L	HML
25	SH2/Whakatiki street intersection improvements	H	Low	Low	Low	High	High	Medium	High	Low	M	1.00	L	HML
26	Electric buses	H	High	Medium	High	Low	Low	Low	Low	Medium	M	1.00	L	HML
26	Road resilience improvement - Ngaio Gorge and Wadestown	H	Low	Medium	Low	Medium	High	Low	Low	High	M	1.00	L	HML
28	Noise walls improvement programme	H	None	Low	Medium	Medium	Low	Low	Low	Low	L	1.00	M	HLM
29	East West connectors - Relief Route	M	Low	High	Low	High	Medium	High	Medium	High	M	1.00	L	MML
30	Transmission Gully interfaces and SH1/SH58 revocation	M	Low	High	Low	High	Medium	High	Low	Medium	M	1.00	L	MML
31	Northern Growth Roads	M	Low	Low	Low	High	Low	High	Low	High	M	1.00	L	MML

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**From:** Samantha Seath  
**Sent:** Monday, 23 July 2018 6:06 p.m.  
**To:** bpatchett@pcc.govt.nz; Carolyn Dick - WCC; Carolyn Mckenzie; David Jones; David Perks; Emma Speight; Jennie Mitchell (jennie.mitchell@swdc.govt.nz); Kevin Black - KCDC; Kim Kelly; Luke Troy; Peter Whisker; xxxxx.xxxxxx@xxxx.xxxx.xx; baz.kaufman@wcc.govt.nz; Kane Patena; Morag Taimalietane  
**Cc:** Lance Walker; Nicola Shorten; Geoff Henley; Julian Moore  
**Subject:** WRIP Agenda and meeting papers  
**Attachments:** 024 Steering Group Agenda 25 July 2018.docx; 024 Wellington Regional Investment Plan Draft Actions for Steering Group 25 July 2018.docx; Circle diagram with words 23 7 18.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Kia ora

Please find attached the agenda and papers for the meeting on Wednesday.

Ngā mihi  
Samantha

**Samantha Seath** | Wellington Regional Strategy Office  
**GREATER WELLINGTON REGIONAL COUNCIL**  
**Te Pane Matua Taiao**  
Level 1, 15 Walter Street | PO Box 11646, Manners St, Wellington 6142  
**T: 04 830 4301 | M: 021 871292 | [www.gw.govt.nz](http://www.gw.govt.nz)**

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### Investments agreed in LTPs

The following investment amounts have been committed by the councils in their LTPs. The total cost is approximately \$3.04 B approved for improvement projects:

Council	Investment amount	Key projects
Carterton	No major projects detailed	
Greater Wellington	\$77m?	<ul style="list-style-type: none"><li>• Let's Get Wellington Moving projects:<ul style="list-style-type: none"><li>○ Kent and Cambridge Terraces</li><li>○ Aotea Quay</li><li>○ Adelaide Road</li><li>○ Suburban bus priority</li></ul></li><li>• Wellington northern growth roads, 2018-24</li></ul>
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

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Wellington City	\$250.85m	<ul style="list-style-type: none"> <li>• Under WCC LTP:             <ul style="list-style-type: none"> <li>○ [Redacted]</li> <li>■ [Redacted]</li> <li>[Redacted]</li> <li>■ [Redacted]</li> <li>[Redacted]</li> <li>■ [Redacted]</li> <li>[Redacted]</li> </ul> </li> <li>• Under RLTP:             <ul style="list-style-type: none"> <li>○ Adelaide Road Improvements; 2018-19</li> <li>○ Kent and Cambridge terraces roading improvements; 2019-23</li> <li>○ Aotea Quay Improvements; 2020-22</li> <li>○ Suburban Bus Priority Phase 1; 2018-24</li> <li>○ Road Resilience improvement: Ngaio Gorge and Wadestown; 2018-23</li> <li>○ Northern Growth Roads; 2018-24</li> </ul> </li> </ul>
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- [Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** Helen Chapman  
**Sent:** Friday, 24 August 2018 2:00 p.m.  
**To:** 'Paul Barker'  
**Cc:** 'xxxxxxx.xxxxx@xxx.xxxx.xx'; 'anna.harley@wcc.govt.nz';  
'siobhan.proctor@wcc.govt.nz'; Rhona Hewitt; Harriet Shelton; Matt Shipman  
**Subject:** Feedback on detailed design of Kilbirnie cycleways  
**Attachments:** Feedback on Kilbirnie area cycleway designs.docx

Hi Paul,

Please find attached some feedback from Greater Wellington on the detailed designs for the Kilbirnie cycleways. Thank you for the opportunity to comment

Regard

**Helen Chapman** | Senior Transport Planner, Strategy  
**GREATER WELLINGTON REGIONAL COUNCIL**  
***Te Pane Matua Taiao***  
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## By email

16 August 2018

Paul Barker  
Wellington City Council  
Freepost 2199  
PO Box 2199  
Wellington 6140  
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Shed 39, 2 Fryatt  
Quay  
Pipitea, Wellington  
6011  
PO Box 11646  
Manners Street  
Wellington 6142  
T 04 384 5708  
F 04 385 0000

Dear Paul

### **Detailed design of Kilbirnie area cycleways**

Greater Wellington Regional Council (GWRC) would like an opportunity to provide input into the detailed design of the cycleways in the Kilbirnie area. We have previously provided input in late 2017 on the initial public consultation on proposals for the Kilbirnie connections cycleways.

As we have previously stated GWRC supports an attractive and safe walking and cycling network. The Wellington RLTP identified some key areas of improvement to increase the attractiveness of walking and cycling including providing a network of safe and attractive walking and cycling facilities; and improving integration with public transport services, stops and stations.

GWRC has seen preliminary design drawings for the Kilbirnie area cycleways and has some concerns about the integration with the public transport network and the extent to which the cycleways as designed will address the identified problem of poor uptake due to the perception that cycling is unsafe and inconvenient.

#### ***Integration with public transport***

To operate efficiently bus boxes at stops need to be 15m in length and have adequate entry and exit tapers, generally 9m – although specific sites may require different treatment.

Installing Kassel Kerbs without appropriate bus boxes and tapers will mean that the benefits of these cannot be realised as buses will be unable to pull in flush with the curb. An additional issue is that when buses cannot pull in properly they partially obstruct the roadway causing delays and hazard for motorists and cyclists.

Ideally when making changes to bus stops improvements to comply with best practice should be considered. GWRC supports the improvements in the NZTA's draft guidelines for

public transport infrastructure. These do not appear to have been provided for in the designs.

Ideally there would be 1.5 m buffers between cyclists and alighting passengers where possible to reduce conflicts and risks to both parties. In some cases to achieve this the cyclelane may need to go behind the bus shelter.

Specific comments in relation to provision for public transport in the preliminary design drawings from Opus and traffic signal concept from Calibre are below.

*Cobham Drive – Evans Parade – Wellington Road*

- The radius of the left hand turn from the city bound on Cobham Drive is designed for buses of 12.8m. There are buses longer than this operating in Wellington, e.g. the Airport Flyer, and other heavy vehicles may use this route. GWRC suggest allowing for longer vehicles in the turn radius

*Constable Street north side east of Coromandel St (C1 & C11)*

- Insufficient boarding and aligning area for passengers. Suggest enabling buses to stop in traffic lane to allow additional space to provide a refuge of at least 1.5m to reduce conflicts between passengers and cyclists.
- Ensure bus box is 15m long with at least 9m no parking restrictions before and 9m after – current layout plan shows 7m Kassel Kerb this is insufficient.
- Directional and tactile markers required at head of bus stop to improve accessibility.
- To ensure transition is not in the bus box area of stop, consider extending kerbing back to Coromandel St junction.

*Constable Street south side east of Coromandel St (C1)*

- Consider improving the layout of the existing stop (a key boarding bus stop serving high frequency core services) to align head of stop with the existing shelter.
- Ensure bus box 15m with at least 9m no parking restrictions before and 9m after.
- Consider giving bus priority at the Coromandel Street intersection.
- Directional and tactile markers required at head of bus stop to improve accessibility.

*Crawford Road, south side east of Wellington Rd (C02 & C12)*

- Insufficient boarding and aligning area, needs to be at least 1.5m, consider running the cycleway behind bus shelter.
- Ensure the bus box is 15m with at least 9m no parking restrictions before and 9m after.
- Directional and tactile markers required at head of stop to improve accessibility

*Crawford Road, north side east of Wellington Rd (C02 & C12)*

- Ensure bus box is 15m with at least 9m no parking restrictions before and 9m after. Layout plan shows a length of 11m, this is insufficient.
- Directional and tactile markers required at head of stop to improve accessibility.
- GWRC requests that the bus stop pole and signage to be moved to head of stop

*Crawford Rd, south side, west of Duncan Terrace (C03 & C13)*

- Consider layout of existing stop, as bus box is longer than required at 17m, but current design shows no exit taper with parking directly after the bus box. GWRC suggests a bus box 15m with at least 9m no parking restrictions before and 9m after.
- Directional and tactile markers required at head of stop to improve accessibility

*Crawford Rd, north side, east of Duncan Terrace (C03)*

- Ensure bus box is 15m with at least 9m no parking restrictions before and 9m after. Current design shows no exit taper with parking directly after the bus box.
- Add directional and tactile markers required at head of stop to improve accessibility

*Crawford Rd, north side, west of Childers Terrace (C04)*

- Consider if the layout of existing stop could be improved to ensure a bus box of 15m with at least 9m no parking restrictions before and 9m after.
- Add directional and tactile markers required at head of stop to improve accessibility

*Rongotai Rd, north side (C05)*

- Consider improving layout of existing stop to ensure bus box 15m with at least 9m no parking restrictions before and 9m after. Current layout has insufficient entry taper.
- Add directional and tactile markers required at head of stop to improve accessibility

*Rongotai Rd, north side, east of Ross St (C06 & C16)*

- Ensure bus box is 15m with at least 9m no parking restrictions before and 9m after. Design of bus box is insufficient length -12m and lacks an entry taper.
- Consider how a 1.5 m buffer could be achieved between cyclists and boarding/alighting passengers. Current design is likely to result in conflicts.
- Add directional and tactile markers required at head of stop to improve accessibility

*Rongotai Rd, south side, east of Ross St (C06 & C17)*

- Ensure bus box 15m with at least 9m no parking restrictions before and 9m after. Current design appears too short – length of 11m
- Consider how a 1.5 m buffer could be achieved between cyclists and boarding/alighting passengers. Current design is likely to result in conflicts.
- Add directional and tactile markers required at head of stop to improve accessibility

*Rongotai Rd, north & south side, to east of Te Whiti St (C07) Note these stops are high numbers of college students using them.*

- Please confirm whether layout of these existing bus stop is being considered as part of this process. These stops have high numbers of college students using them and they do not currently have consistently 15m bus boxes and 9m entry and exit tapers.

### ***Safe and attractive walking and cycling facilities***

For cycleways to be considered safe and attractive to new users they should be consistent and legible. As part of this protected cycleways should be ended at major destinations. If this is not possible consideration should be given to the treatments at the end of protected cycle paths to avoid dropping riders back into traffic. Sharing the road is only appropriate in low speed/low volume traffic environments.

Specific concerns related to provision for walking and cycling in the preliminary design drawings is below:

#### *Cobham Drive – Evans Parade – Wellington Road*

- Support the removal of the left turning slip lane to improve cyclist safety.
- What provision is being made for pedestrians and cyclists crossing the left hand turn lane from Evans Parade to Cobham Drive? Can signals be added? A raised table or zebra crossing could be used for pedestrians, but would not provide for cyclists.
- Is the cycle lane outside St Patrick's College two way?
- The recent addition of cycleway markings on Evans Bay Parade going through this intersection isn't shown on the diagram. Is this an omission, or is the intention to remove these markings?
- Suggest adding cyclist activated induction loops, or a 'beg button' for cyclists on the Kilbirnie park side of Evans Bay Parade.
- How are cyclists traveling straight through on Cobham Drive towards Hataitai/Mt Victoria to be treated? Is it intended to provide cycleway infrastructure for movements in this direction?

#### *Constable Street and Crawford Road (C01-C04)*

- GWRC is concerned that sharrow treatments are not appropriate for downhill sections of Constable Street and Crawford road. If cycleways are intended for people who currently do not cycle due to safety concerns they are unlikely to feel safe sharing these roads which are 50km/h, high traffic volumes and contain a high frequency bus route. Ending a protected cycleway not at a destination will reduce the effectiveness of the full length of cycleway as people will not use it if they don't feel safe along the full length. Sharrows are best used on roads with speeds less than 30km/h and low volumes of traffic and are not an appropriate treatment in this location. .

#### *Rongotai Road between Crawford Road and Onepu Road (C05)*

- GWRC suggests that provision is needed on Rongotai Road between Crawford Road and Onepu Road for less confident cyclists. This is a busy section of road with buses and cars pulling in and out often. While this is a 30km area there are high volumes of traffic, and other interventions may be needed to slow speeds.

*Crawford Road south side at Duncan Tce (C03)*

- The uphill cycle lane on Crawford road ramps up to join the pavement at the same point as a zebra crossing ends at the bottom of Duncan Terrace. This is likely to result in conflict between cyclists and pedestrians using the crossing. GWRC suggests that different pavement treatments/heights are used to clearly separate the cycle lane from the zebra crossing and footpath.

*Crawford Road south side at Naughton Tce (C04)*

- Markings may be needed on the uphill cycleway to indicate to cyclists the presence of vehicle and pedestrian crossings and the narrowing of the cycleway and buffer on near no. 30 to allow for the loading zone.

*Rongotai Road north side east of Yule Street (C07)*

- A signalised crossing is be needed for pedestrians and cyclists on Rongotai road between the laneway from the ASB sports stadium and Te Whiti Street.
- The current end of the cycleway at this point where cyclists are expected to re-join traffic travelling on Rongotai road will be perceived as unsafe by less confident cyclists.

GWRC officers would like to continue work with you to ensure the best outcomes for public transport and walking and cycling in Kilbirnie can be achieved. Engagement with GWRC on detailed plans is a critical part of this to ensure that appropriate provision is made for bus stops and cyclists.

Please contact Rhona Hewitt [Rhona.Hewitt@gw.govt.nz](mailto:Rhona.Hewitt@gw.govt.nz) for further information regarding bus stops.

Thanks & Regards

Helen Chapman  
Senior Transport Planner  
Greater Wellington Regional Council



**From:** Wellington City Council Transport team <noreply@surveygizmo.com>  
**Sent:** Tuesday, 18 September 2018 7:51 a.m.  
**To:** Sarah McNeill  
**Subject:** Hataitai Intersection Traffic Lights Proposal - Feedback Form  
**Attachments:** Hataitai Intersection Traffic Lights Proposal - Feedback Form.pdf

Thank you for giving us your feedback on the proposal to install traffic lights at the Hataitai intersection. It will help us decide if we continue with this proposal.

A copy of your feedback is supplied in the attached PDF.

We'll provide an online summary of the feedback mid October 2018 - which will be available at [wellington.govt.nz/hataitai-lights](http://wellington.govt.nz/hataitai-lights)

If you have any queries, please email [xxx@xxx](mailto:xxx@xxx)

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# Hataitai Intersection Traffic Lights Proposal - Feedback Form

## 1. About you

### 1. Your details

**Name**

Sarah McNeill

**Postal address**

**Email**

sarah.mcneill@gw.govt.nz

**Are you giving feedback:**

As an organisation?

**Name of organisation**

Greater Wellington Regional Council

### 2. Are you...?

A regular visitor to Hataitai

### 3. How often do you travel through the Moxham/Waitoa intersection in an average week using the following transport modes?

	very day	A few times a week	Less often or never
In a motor vehicle			X
On a bicycle motorcycle or scooter			X
As a pedestrian			X
On a bus	X		

4.

### Crashes or near misses

Have you ever experienced, witnessed or are aware of crashes or near misses at the Moxham/Waitoa intersection?

No

Can you please briefly explain what happened?

### 5. How safe do you feel when travelling through the Moxham/Waitoa intersection using the following transport modes?

	Very unsafe	Unsafe	Neither unsafe nor safe	Safe	Very safe	Not applicable – don't travel through the intersection using this transport mode
In a motor vehicle						X
On a bicycle motorcycle or scooter						X
As a pedestrian						X
On a bus						X

### 6. Do you think traffic lights with pedestrian signals will improve safety at the Moxham/Waitoa intersection for all users?

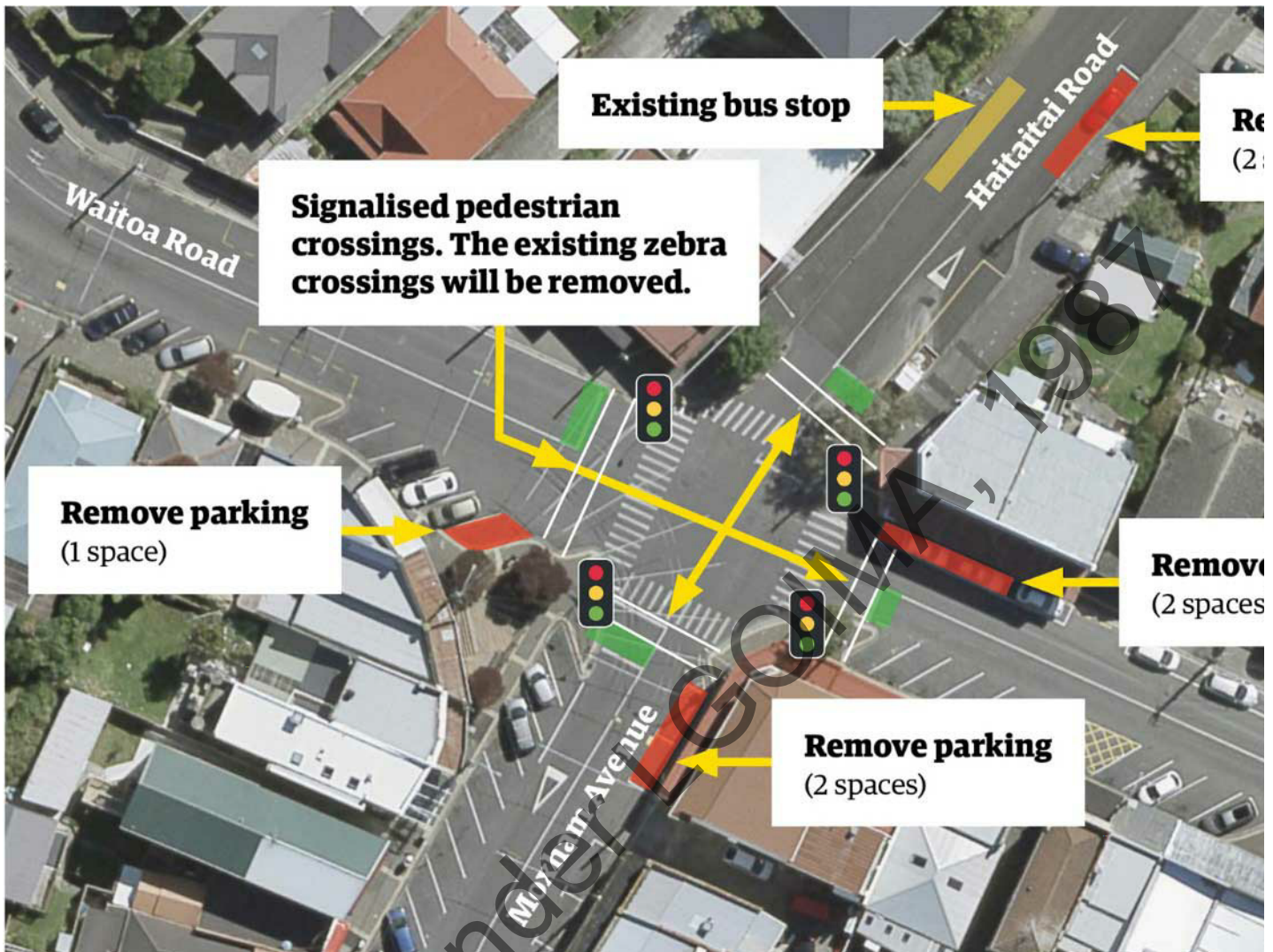
Yes

7.

### Proposed intersection changes

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The Council has developed an intersection change scenario after assessing a number of options to make the Moxham/Waitoa intersection safer. Outlined in the diagram are the current layout and the changes we're proposing. What is your view?



[View larger diagram](#) (105KB PDF)

Oppose

Please provide your reason or your preference:

Thank you for providing us with the opportunity to comment on the proposed intersection layout at Hataitai Village. This response is provided on behalf of the Greater Wellington Regional Council.

The Hataitai Village intersection is a busy intersection for Metlink buses with 9 public bus routes (including the core/high frequency route 2 and 14 school bus routes). Hataitai Village forms part of the main bus corridor from the eastern suburbs to central Wellington City.

GWRC supports the need to improve safety at this intersection, in particular for pedestrians and cyclists. However, we do not feel that the proposed traffic signals take into consideration the potential delay to buses using the intersection, and in particular the delay this would have on the core/high frequency route 2. We would like to understand what modelling and mitigations have been undertaken in the proposal to ensure increased queuing times do not impact on bus travel times through this section, and also what considerations have been given to improving bus priority, including whether signal phases provide any priority for bus users.

We would appreciate having the opportunity to work with your staff through the detail design phase.

8. Other comments:

9 October 2018

**By email**

[Kevin.Lavery@wcc.govt.nz](mailto:Kevin.Lavery@wcc.govt.nz)

Kevin Lavery  
Chief Executive  
Wellington City Council

Shed 39, 2 Fryatt Quay  
Pipitea, Wellington 6011  
PO Box 11646  
Manners Street  
Wellington 6142  
T 04 384 5708  
F 04 385 6960  
[www.gw.govt.nz](http://www.gw.govt.nz)

Dear Kevin

**Bus Priority in Wellington**

As you know we are reviewing the implementation of the Wellington bus network changes post July this year. Whilst many of the issues that have arisen stem from operational implementation there is a growing understanding that one of the key underlying factors affecting performance is the lack of priority on city streets for buses. Without priority it is challenging to provide a high degree of reliability and on-time performance and therefore to ensure transfers can be quick and efficient. This is an area where Wellington City Council can make a significant contribution to our shared goal of a world-class public transport system.

With the planned implementation of Let's get Wellington Moving over coming years we will also be implementing further significant changes to the public transport network through the introduction of a mass transit corridor from the railway station to the Airport. This is likely to require a higher proportion of transfers within the network than now.

We are keen to ensure that priority is given to early implementation of bus priority measures – to assist with the smooth operation of the current network and to prepare for the future network. In our view the initial priority should be measures along the Golden Mile – this is and will continue to be the primary corridor for buses through the city to and from all of the city suburbs, closely followed by the core suburban feeder routes, including routes to and from Karori, Brooklyn, Island Bay, Newtown, Johnsonville and Newlands and Miramar Peninsula. Appropriate priority measures would include full or part-time priority bus lanes, signal pre-emption and/or signal priority at intersections and adequate bus stopping and manoeuvring space along the route.

There is an opportunity to prioritise these improvements as part of the early works for Lets Get Wellington Moving, in which we are both partners, and we strongly support this. This will require active support from your organisation, as the road controlling authority, to make this happen. We are also aware that your Council has included provision for suburban bus priority measures in the LTP and we are also asking you to prioritise these in your Council work programme.

Our Sustainable Transport Committee has requested me to develop a joint work programme with your organisation to plan for and deliver these priority measures. As a first step I propose that the relevant officers from both organisations meet to determine a scope and process and that this is reported back to the relevant Committees of both Councils.

Our contact point is Angus Gabara, Acting GM Public Transport.

I look forward to developing a way forward on this critical issue for the city and region.

Regards



Greg Campbell  
Chief Executive

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**From:** Councillor Simon Woolf <Simon.xxxxx@xxx.xxx.nz>  
**Sent:** Monday, 10 December 2018 6:09 p.m.  
**To:** Greg Campbell  
**Cc:** Councillor Sarah Free; Councillor Diane Calvert; David Chick; Andy Matthews; Councillor Chris Calvi-Freeman; Kevin Lavery; Chris Laidlaw - Chair; Barbara Donaldson - External; Daran Ponter; Wayne Hastie  
**Subject:** Re: Bus Issues.  
**Attachments:** image001.png; image002.png

Thanks Greg

Points noted.

Regards

Simon

Simon Woolf  
Wellington City Councillor  
0279753163

Sent from my HUAWEI P20 Pro

----- Original Message -----

**Subject:** RE: Bus Issues.  
**From:** Greg Campbell  
**To:** Councillor Simon Woolf  
**CC:** Councillor Sarah Free ,Councillor Diane Calvert ,David Chick ,Andy Matthews ,Councillor Chris Calvi-Freeman ,Kevin Lavery ,Chris Laidlaw - Chair ,Barbara Donaldson - External ,Daran Ponter ,Wayne Hastie

Simon,

1. I note that you have not included any GWRC Councillors in your email. I will do so.
2. I am aware of your Facebook posts and the reaction. Your post asked for concerns and that is what it attracted. I asked for you to point me to some of the individuals and unique issues you describe, so I could follow up and check that the issues were known and understood by us. I note that you do not wish to do this. It would be helpful. All the issues raised in your Facebook post are known.
3. As you are aware, Route 2 is a NZ Bus route and will be adjusted in February. Based on changes already made to Tranzurban routes, this will provide a substantial lift in performance in the issues raised. I wish it could have been earlier.
4. I have agreed with WCC CEO a joint approach to the bus priority work urgently needed. This will be discussed at the Joint Working Group of Councillors this week. I am comfortable that we are on the same page with the urgency of this work. I do not propose to manage it by way of "list(s) of improvements" either side wants, but to co-design it together. The situation with bus shelters will be dealt with in the same way.

Greg

Greg Campbell | Chief Executive - Te Tumu Whakarae GREATER WELLINGTON REGIONAL COUNCIL

T: 04 830 4205 | M: 021 445 373

[www.gw.govt.nz](http://www.gw.govt.nz)<<http://www.gw.govt.nz/>>

From: Councillor Simon Woolf <xxxxx.xxxxx@xxx.xxxx.xx>

Sent: Monday, 10 December 2018 1:51 PM

To: Greg Campbell <Greg.Campbell@gw.govt.nz>

Cc: Councillor Sarah Free <Sarah.Free@wcc.govt.nz>; Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx>; David Chick <xxxxx.xxxxx@xxx.xxxx.xx>; Andy Matthews <Andy.Matthewx@xxx.xxxt.nz>; Councillor Chris Calvi-Freeman <Chris.Calvi-xxxxxxx@xxx.xxxx.nz>; Kevin Lavery <xxxxx.xxxxx@xxx.xxxx.xx>

Subject: Bus Issues.

Dear Greg,

Further to our street meeting of 29th November.

You asked me to provide some contacts of people who are still aggrieved relative to The Onslow Western Bus Service and Network.

I think it would be best if I didn't just select a few candidates.

The link as attached is from The I Love Karori Facebook site of 27th November. I think it would be best that you, and, or your team, make contact with a cross section of those concerned people. You also have very many upset members of our community who have offered feedback via Metlink. The Facebook link is below:

<https://www.facebook.com/simon.woolf.58/posts/10213916698530965:7>

You also mentioned to me that you had discussed Bus Priority ( including lanes) for a number of areas around the city, which would help transform the Network. You stated you were disappointed with The Wellington City Council response for assistance. I noted that the Bus Priority problem was again raised at The Parliamentary Transport Select Committee last Thursday.

I'd be grateful in seeing a list of improvements GWRC wish to have implemented. To date Councillors have not received a lot of information from our Officers re enabling Bus Priority.

Just as a point of interest GWRC have removed buses from Bus Priority Lanes ( eg Glenmore St) moving the services to other areas where there is no ability to provide Bus Priority ( eg The Terrace)

You also mentioned that there needed to be some basic improvements such as tree trimming, and sign placements, when implemented could assist the streamlined movement of our bus services.

I'd grateful if you could outline those priorities, and the areas where these improvements need to take place. I am sure our Officers could price the work, and then would try and expedite the priorities.

Where common sense is needed, I am sure both Officers and Councillors will be more than reasonable in responding to GWRC requests. I am sure you are aware that in respect of roading changes ( eg Bus Priority Lanes), there are a number

of hurdles in respect of consultation, engineering, and other practicalities which are involved, and need to be weighed up. GWRC need to get the priorities to WCC Officers, as soon as possible. As mentioned earlier it would be best to keep the appropriate WCC Councillors in the loop ( ie Cr's Free and Calvi-Freeman)

In addition to the concerns which have been raised re Karori, there have been a number of issues which have been highlighted in other areas of Onslow Western. Northland, Mairangi, Wilton and Wadestown have all had their fair share of problems. Many of those problems still very much exist, and are unresolved.

Capacity, timetabling and reliability are still of concern.

The Bus Shelters/Hubs in some areas have been poorly designed in respect of weather and comfort. How are you proposing to resolve these problems?

What are you proposing to do to remedy the Bus Service and Network problems for Onslow Western, and how can we ( The Wellington City Council) assist GWRC?

I would like to think that many of the above mentioned problems relating to Capacity and Reliability re Onslow Western will be resolved by the time the schools go back in February.

Thanks and all the best.

Regards

Simon

Simon Woolf

Councillor | Onslow-Western Ward | Wellington City Council

Chair: Council Controlled Organisations

Portfolio Leader: City Ambassador Tourism Sport Small Business P 04 499 4444 | M 027 975 3163 E

simon.woolf@wcc.govt.nz<mailto:xxxxx.xxxxx@xxx.xxxx.xx> | W Wellington.govt.nz<http://wellington.govt.nz/> |

[Facebook] <https://www.facebook.com/wellingtoncitycouncil> | [Twitter] <http://twitter.com/wgtncc>

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## By email

18 December 2018

Siobhan Procter  
Wellington City Council  
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PO Box 2199  
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[Siobhan.proctor@wcc.govt.nz](mailto:Siobhan.proctor@wcc.govt.nz)

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T 04 384 5708  
F 04 385 6960  
[www.gw.govt.nz](http://www.gw.govt.nz)

Dear Siobhan

### Newtown Connections cycleways

It was useful for GW officers to meet with your team on 12 December to discuss the proposed cycleway network through Newtown, Berhampore and Mt Cook. We look forward to continuing to work with you on the next phase of the project.

### Our role and how we work together

Greater Wellington has a number of specific interests in your programme, many of which have a direct overlap. As you know we are working jointly with WCC (and NZTA) on Lets Get Wellington Moving. One of the key proposals of this programme is a mass transit corridor from Railway Station to Airport, via Adelaide Road and Riddiford Street. We are also the region's provider of public transport services – currently provided by bus services in this part of Wellington. We are seeking to provide enhanced bus priority and safer bus stopping facilities along the key bus routes, which includes many of the roads you are currently considering for cycleways. GW and WCC have agreed at CE level to setup a joint officer working party to advance this work. GW also has the role of preparing the Regional Land Transport Plan. A high quality, reliable public transport network and an attractive and safe walking and cycling network are key outcomes for this Plan.

Given our various roles as described above, we would expect to be working directly with you as you develop your cycleway proposals. Ideally this would be in a co-design arrangement. We would ask you to consider how we can be more fully involved going forward.

### Integration with public transport

We understand your desire to deliver early improvements for cyclists and to take advantage of available funding from the NLTF. However there is a significant risk along some of the proposed routes that there will be conflict between planned cycle infrastructure and proposed future public transport infrastructure. Most significantly if a light rail system were to be

implemented along some of the proposed corridors in this area, this is unlikely to be compatible with the proposed cycle infrastructure. This could result in inefficient use of resources through infrastructure having to be redone after a relatively short space of time.

It would be preferable if a comprehensive corridor approach were undertaken along the key public transport routes, to look at the combined needs of cycles, public transport, walking and other vehicles. We would be happy to work with you on such an approach.

Notwithstanding this, we have provided below some comments on the key considerations to ensure the current Metlink network can operate efficiently, noting that several high frequency, high capacity core bus routes currently travel through Newtown and Berhampore (the core north-south spine and the Lyall Bay/Taranaki Street spine). Currently there are operational challenges for buses through this area, There are a number of opportunities to improve the public transport network through this corridor to improve bus stops, improve reliability and punctuality and reduce conflicts.

#### *Lane widths*

The consultation material suggests increasing lane widths to 3 metres in some locations. GWRC would support this as narrow lanes currently cause delays where buses travelling in opposite directions cannot pass due to the narrow width of the road (e.g. Rintoul Street). The impact of this is that it delays bus services and causes bunching where several buses arrive at a stop at once. There could be significant benefits associated with improving bus movements through these bottle necks.

#### *Bus stop size*

Currently some bus stops boxes as marked on the road in the study area are too short to be used safely by buses. The effect of this is that the rear ends of buses often protrude into the traffic lane, pose a safety risk for cyclists, obstruct general traffic, and provide poor access to and from the bus for customers. This is a particular issue for people with disabilities and parents with prams that have to step down onto the road from the bus due to the bus not being able to align flush with the kerb. It is important that through this process all stops within the study area have a minimum length of 15 m with entry and exit tapers of approximately 9m. At some high usage stops longer bus boxes may be required, to accommodate multiple buses at one time. We would be happy to work with you to identify where there are high usage stops.

#### *Bus stop location*

There is an opportunity to look at whether changes are required to bus stop locations and spacing to best serve customer needs. Currently in some areas there are a number of closely spaced stops, separate stops for express and regular services and stops that are not well paired for inbound/outbound services. Moving or consolidating some stops could improve the customer experience, and also operational efficiency. Changes to stops need to be looked at

holistically through the corridor as cycleway designs are developed to ensure the best possible outcomes for cyclists and bus passengers.

This would also enable design of bus stop infrastructure to be looked at to better match shelter size with demand, consider optimal placement of real time information displays, signage and other customer amenities. Generally most of the stops through this study area are high usage, and particularly for inbound services need larger shelters. Greater Wellington would like to see shelters of approximately 4.8m as a minimum with additional footpath spacing of minimum 1.2m (preferred 1.5m) in front of the shelter. Although alternative designs could be looked at where the total corridor width is too narrow to allow for standard bus stop designs.

#### *Obstructions at stops*

Currently there is an issue along parts of this route with visual obstructions for drivers at stops (e.g. trees next to stops), and with buses hitting poles or other tall objects. While Greater Wellington supports the use of street trees as part of urban design, these should not be placed next to bus stops as they impede visibility for drivers and can pose a safety hazard.

The recent changes in bus operations in Wellington City such as new bus drivers and different vehicle types has highlighted a number of issues where the road camber and vehicle swings has resulted in buses striking roadside poles and verandas. Alterations to the road corridor are an opportunity to address these through a combination of changing road camber and/or shifting poles further from bus stops and areas where buses are turning such as at intersections. We are developing a list of these, and will aim to provide this to you as soon as possible.

#### *Bus priority*

This is one of the busiest parts of the bus network outside the Golden Mile and currently faces a number of issues with buses being delayed by traffic. Bus priority measures would bring substantial benefits to the many people using buses through and to Newtown and Berhampore. Key areas where we would like to see priority measures implemented are:

- Adelaide Road
- Rintoul Street
- Riddiford Street
- Constable Street

#### *Treatment of cycleways at bus stops*

It is important that designs minimise conflict between buses, cyclists and pedestrians. A key area where this needs extra attention is at bus stops where passengers are boarding or alighting next to the cycleway, particularly where bi-directional cycleways are used as bus passengers will need to check for cyclists in both directions. Ideally there needs to be a 1.5m buffer between cyclists and alighting passengers where possible to reduce conflicts and risks

to both parties. In some cases to achieve this the cycle lane may need to go behind the bus shelter.

### **Safe and attractive walking and cycling facilities**

The RLTP has a key focus area of the objective of an attractive and safe walking and cycling network. Cycleways should be safe and attractive to a variety of different users who may have different needs, including new cyclists, more experienced cyclists, children cycling and scooting, and bus passengers crossing cycleways.

Where possible cycleways should travel in the same direction as traffic, with physical separation for traffic and parked cars, but we recognise that this is not possible in all locations. If bi-directional cycleways are used we would like to see how potential conflicts at driveways, side streets, and bus stops will be managed. 'Sharrows' or sharing the road is only appropriate in low speed/low volume traffic environments, and we would recommend that sharrows are not used on any core bus routes.

It is useful to look at how cycleways connect to other parts of the cycleway network and major destinations (e.g. schools, the hospital). Gaps in the network will reduce the benefits, if less confident cyclists cannot get to their destinations on protected paths where they feel safe they may be deterred from cycling.

### **Identification of routes**

GWRC supports the robust approach taken to identify routes and the early removal of those with fatal flaws, including grades steeper than 12% or inadequate space between property boundaries. We have provided some initial comments on the routes considered. These should be considered in the light of the comments on a whole of corridor approach.

#### ***Option A***

##### *Adelaide Road between Britomart and Luxford streets*

The on-road lanes through this section be reconsidered, or an alternative off-road/quiet streets alternative be provided as the current proposal may not be suitable for all abilities of cyclists, particularly children. If the on-road lanes remain the key route through this area, we would suggest a package of slower speeds, traffic calming and enforcement measures to ensure safety.

##### *Adelaide Road to Russell Terrace*

A raised pavement treatment between the cycleway and car parking should be considered to provide a clear delineation. The proposed paint markings may not be clear enough for drivers parking along this stretch and there is a risk that cars not parked flush with the curb may provide a 'dooring' risk to cyclists and narrow the lane for buses.

##### *Mein Street – Daniell Street quiet route*

Lower Mein Street has traffic volumes that are too high to qualify as a quiet street. If a quiet route through here is implemented, we suggest that the Emmett Street/Mercy Park or Wilson Street routes from packages B & C may be more suitable.

### ***Option B***

#### *Wilson Street to Riddiford Street (via Daniell Street, Mercy Park and Emmett Street)*

The inclusion of quiet routes will provide a good alternative to link Newtown town centre through to Kilbirnie. Traffic calming measures need to be carefully designed and accompanied by speed limit changes and enforcement.

#### *Adelaide Road*

Cycleways should travel in the direction of traffic where possible. If a two directional cycleway on one side of the road is used it will need to be designed to connect to other cycle facilities and enable cyclists to easily access key destinations along the route. This will be particularly important around the Basin Reserve for cyclists travelling to the CBD and where the cycleway connects to the existing Island Bay cycleway. If possible the cycleway should link clearly to other cycle facilities and key destinations.

### ***Option C***

Off-road routes should be available for cyclists, but this should be in addition to, not instead of, segregated cycleways on direct routes as they are serving different groups of cyclists. The lack of a direct connection along Adelaide Road south of John St may not suit commuter cyclists.

#### *Rintoul Street*

Rintoul Street offers a route with the easiest grade for cyclists which could make it an attractive route option. However the narrow nature of this street corridor is one that is currently challenging for buses, with buses being unable to pass in opposite directions contributing to delays and bunching of buses. Any solution on Rintoul Street we would expect would provide sufficient lane widths for buses to operate efficiently on this key bus route.

For off-road paths the quality of surfacing is a key consideration. Poor surfacing could lead to these being unusable by people on road bikes with narrow tyres or following heavy rain.

These off-road routes will be valuable for cycling/scooting trips to school with the path through Berhampore Golf course connecting to a cycleway accessing South Wellington Intermediate School and the Stanley/Macalister/Hanson/Tasman street route providing access to Wellington High School.

The route through Owen/Mein/Hospital Road could provide a good alternative for people travelling from Kilbirnie towards the City. However, it would be good to also look at

improving pedestrian amenity through there as parts of Hospital Road have a poor pedestrian level of service.

Thank you for this opportunity to provide input. GWRC looks forward to continuing to work with you.

Yours Sincerely

Luke Troy  
General Manager Strategy

**cc Paul Barker, David Chick**

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**From:** Lucy Harper  
**Sent:** Wednesday, 13 March 2019 12:06 p.m.  
**To:** Mitch Lewandowski; David Mitchell  
**Subject:** Revised transport input to NPS for urban development capacity report  
**Attachments:** revised NPS for urban development capacity.docx

Hi Mitch and David

Here are the amendments you asked for. I have left the comments in so you can see the train of thought.  
Thanks

**Lucy Harper** | Team Leader, Environmental Policy  
T: 06 826 1529 | M: 027 451 6487

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# Material for NPS for urban development capacity: role of public transport in responding to population growth.

## 1. Introduction

The Metlink public transport network is crucial for providing our growing population with access to economic and social opportunities in the Wellington region. Public transport is an efficient way to move large numbers of people at peak times, particularly on corridors where travel demand is high and capacity is constrained. It provides an important travel option for many people and reduces traffic demand and congestion on the road network.

Ongoing investment in the region's public transport network is a critical factor in responding to population growth.

Rail plays a significant role in providing for access to the regional CBD and growth to the north. Rail is a very efficient way to move large numbers of people over longer distances and we will continue to build on the region's established rail network which links communities to the north of the Wellington City CBD. The priority is to improve rail's reliability, capacity and frequency, and over the longer term the aim is to further improve journey times and reach.

Bus also plays a critical role in moving significant numbers of people (particularly within Wellington City) and for providing access to centres and the core rail network in other parts of the region. On some key corridors in Wellington City bus is reaching capacity limits. Significant investment in infrastructure, including mass transit and increased bus priority is necessary to enable continued growth in public transport within these parts of Wellington City. A key part of this is the investigation of mass transit through the Let's Get Wellington Moving project. The project is a joint initiative between Wellington City Council, Greater Wellington Regional Council - to agree a programme of transport system improvements and associated urban development opportunities in the area from Ngauranga Gorge to the airport, including the Wellington Urban Motorway and connections to the central city, hospital, and the eastern and southern suburbs.

**Comment [ML1]:** Can we add a statement about LGWM? Along the lines of GWRC, NZTA and WCC are working together...

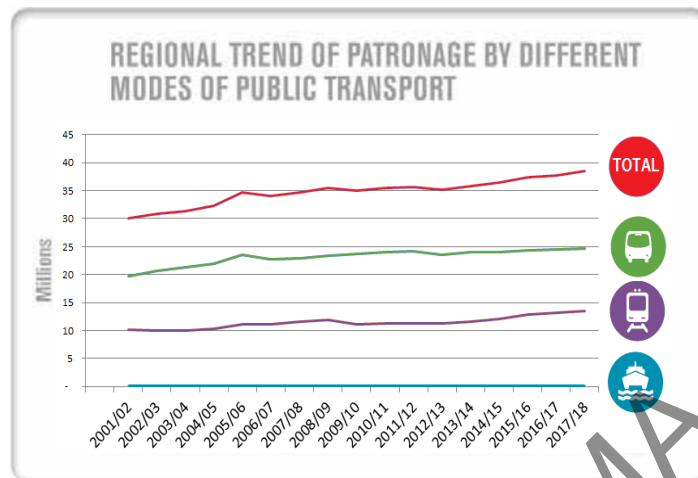
## Strategic Context

The Wellington region has a strong culture of public transport use with 38.5 million passenger trips being taken on the Metlink public transport network during 2017/18, equating to 74 per capita – the highest per capita public transport use in the country.



Wellington has particularly high use of public transport for commuting to and from Wellington City CBD.

Approximately 40% of people entering Wellington's CBD in the morning peak come on public transport, compared to 32% via cars and 15% active modes. Public transport share has increased steadily over the last decade and is, unusually high amongst Australasian cities.



Public transport patronage has increased in recent years following a period of

relatively low growth. Rail patronage has increased significantly over the last 5 years stimulated by investment in infrastructure and services. While growth on bus has been slower, in places this reflected the need for further investment in services and infrastructure to increase capacity.

The Metlink network is based on a layered hierarchy of services: core routes, local routes and targeted services identified in the Regional Public Transport Plan (PT Plan).

## Wellington Region's Public Transport Network

The Wellington region's public transport network consists of three layers:

- **Core routes** are the urban rail network and frequent bus services that form the network's backbone, linking areas of high demand with high-capacity, direct services with extensive operating hours.
  - **Core rail routes** provide high-capacity, long-distance, time-competitive commuter services connecting key urban areas across the region. Their primary functions are to reduce severe road congestion on State Highways 1 and 2 and meet the demand for travel from key suburban and town centres to the Wellington CBD during peak periods.
  - **Core bus routes** provide high-capacity, frequent, all day services within urban areas, reducing congestion on the major transport corridors and meeting the all-day travel demand. They operate at least every 15 minutes during the day, and often more frequently during busy periods.
- **Local routes** include all-day medium- to low-frequency services connecting town and activity centres along the lower-demand corridors, providing local access to town and activity centres within the suburban areas. These routes complement the core network by covering areas it does not serve and by collecting and distributing passengers to and from it.
- Additional **Targeted services** are provided to meet demand, including peak-only services, school services, night bus services, and community services that provide access to areas or link destinations where there is not enough demand to justify core or local routes.

The Wellington region's layered network is shown in Appendix 1. The layered network concept is critical for understanding our plan for developing public transport to accommodate population and employment growth, and address congestion and other problems.

In particular, a key focus is developing the core network so it can deliver ~~provides~~ high quality, high capacity public transport services that provide journey times that are competitive with car travel, and deliver a high quality customer experience. Part of this includes improvements to information, ticketing and technology systems that support public transport.

## Regional transport context

The RLTP 2018 update identifies a number of transport problems facing the region where public transport has an important role to play and which may affect the feasibility of urban development.

[The 2018 update forms part of the RLTP 2015, public transport is one of the key objectives in the RLTP. More information can be found here.](#)

- **Population growth** - The region's population is [forecast](#) to grow [at](#) least 20% over the next 30 years, faster than previously expected. A significant proportion of this growth is expected to be in central Wellington City [and to the North](#) [north in Kāpiti and Porirua](#). Public transport can play an important role to accommodate this growth in a safe and sustainable way.
- **Traffic congestion on constrained corridors** - Increasing travel demand is leading to congested conditions on the road network occurring over longer periods. Congestion particularly affects key routes to and from and across Wellington CBD. Traffic congestion is increasing at peak times on State highways 1 and 2 coming into Wellington City from the North, and is starting earlier and finishing later. Population growth is increasing pressure on our transport network, including parts of our public transport network, which is at or near capacity at peak times. A high quality public transport system has an important role to play in providing choices for people to opt out of congestion; however public transport can also be impacted by traffic congestion (as discussed below).
- **Climate change** - public transport has an important role in transitioning to a low carbon transport future – though mode shift to low emission transport modes such as public transport, walking and cycling, better integration of transport and land use planning, and transitioning to a low carbon electric fleet.
- **Resilience** - Public transport, including passenger rail can improve our resilience to natural events (such as earthquakes and severe weather events, climate change impacts such as sea level rise, and day to day incidents) by providing a high quality [alternative transport option](#). Improving the resilience of public transport network itself is also important in this regard.
- **New technologies and ways of providing services** – the impact of new technologies and service types (e.g. autonomous vehicles, electric vehicles, ride-sharing services, Mobility as a Service (MaaS) platforms, E-bikes and scooters) is still uncertain but these are likely to provide significant challenges and opportunities for public transport. For example opportunities for using ride sharing services to provide first and last mile transport solutions or transport options for locations where conventional public transport is uneconomic to operate.
- **Changing lifestyles and travel preferences** – such as more inner city living, changing attitudes to driving amongst young people, and demographic changes (an aging population) – these

**Comment [ML2]:** And to the north essentially suggests the rest of the region. "And to surrounding metro areas north of Wellington that rely on public transport?" or something along those lines? Or just be more specific than north...

factors will all impact on travel requirements, while the trend for younger people is away from reliance on travel by private car.

## Challenges for public transport

There are also key challenges for public transport in responding to these issues:

### *Public transport capacity*

- There is difficulty in providing additional public transport capacity to respond to growth in Wellington City. Most public transport in Wellington City is mixing with increasingly congested traffic affecting reliability and constraining capacity by limiting the services we can operate on core routes. We are already facing issues at key pinch points.
- On some routes, e.g. Karori, there is limited ability to add more services without increased priority measures. To address these capacity constraints significant investment in mass transit and increased bus priority is required before capacity for future growth can be delivered. We need to plan now for measures that give priority to public transport services, such as bus lanes and traffic signal priority.
- Patronage growth on the rail network has been much higher than anticipated. While there is scope for increasing capacity on the rail network there is a need for ongoing investment to enable continued growth. Funding has recently been committed for some upgrades to the track assets to enable increased services, but further investment will be needed to enable future growth, including investment in new rolling stock. This is being looked at as part of improving rail connections between Wellington CBD and the lower north island (Palmerston North and Wairarapa).

### *Land use and transport planning*

- The capacity of the bus network is not currently an issue outside Wellington City, but there is poor utilisation of existing services. This is due to a number of factors including: low density and dispersed urban form in the outer districts; geography; employment location and general cultural reliance on the car for mobility.
- It is important to consider when developing new greenfield sites how these could be served by public transport. Suburbs with single roads in or out and large numbers of cul de sacs are much harder to serve with public transport than a more connected road network. High quality pedestrian environments also support greater use of public transport, particularly in and around public transport hubs.
- Further intensification of existing urban areas will help improve the viability of public transport in the region (particularly bus services). Where possible intensification should be delivered where there is already high quality public transport, e.g. within 500m of an existing railway station or core bus route. New growth areas need to be designed and located in a 'smart' way to ensure they consolidate the urban footprint, have a focus on centres and generally increase density.

*Customer expectations*

- Customer expectations for public transport are changing, it is not enough to ensure that there is just capacity. Public transport must also be high quality, accessible, affordable, reliable and frequent for people to use it as their preferred choice.
- Part of this challenge is delivering improvements to services while maintaining affordability. There is increasingly demand for better quality real time information, improved ticketing and modern comfortable vehicles that are accessible to all people. All of this comes at a cost. Delivering the capacity on public transport to enable growth needs to be complemented by investment in a high quality customer experience.

*Changes to technology*

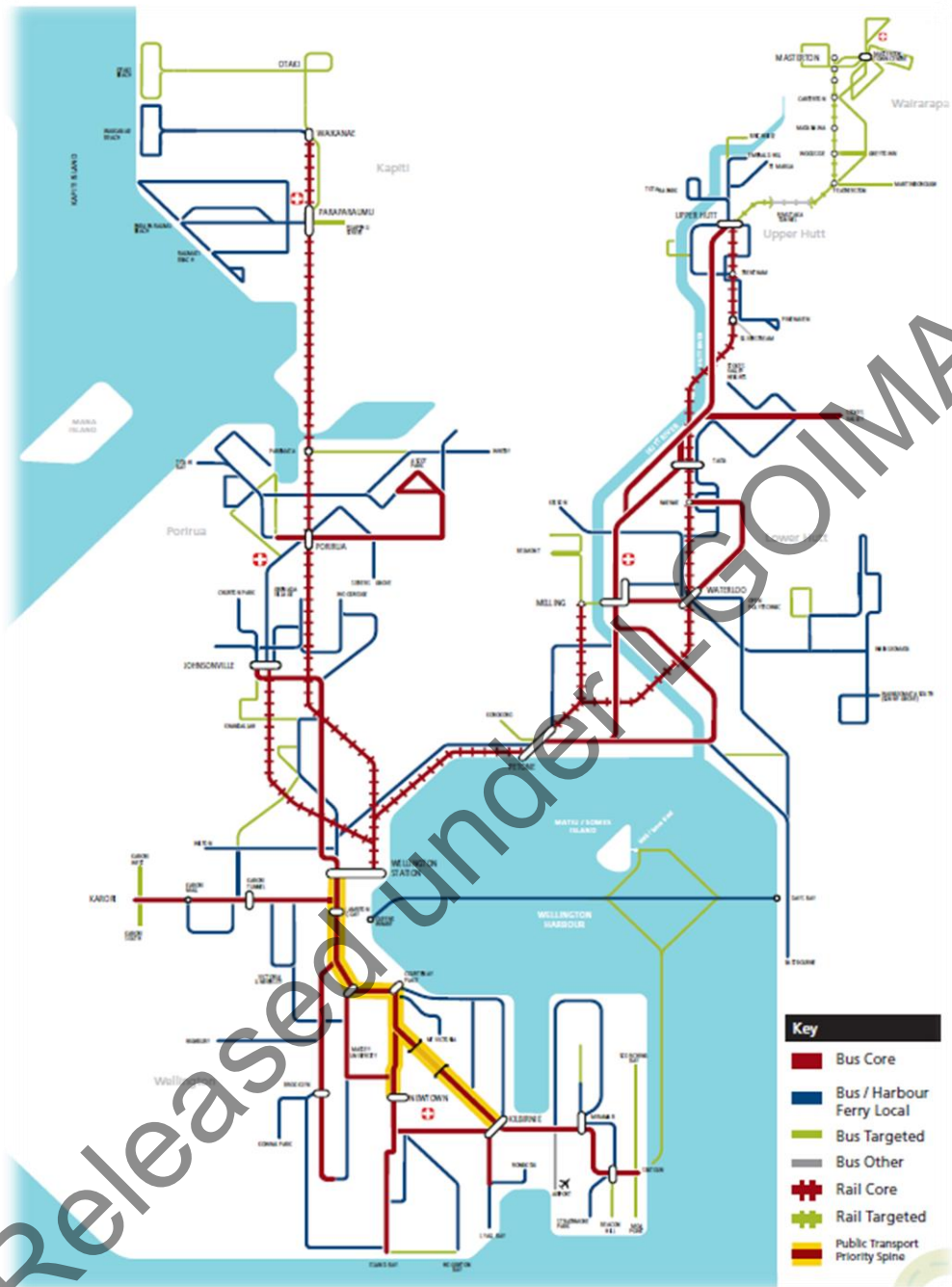
- Changes to transport technology and travel behaviour such as e-bikes and scooters, ride sharing and MaaS for the first mile/last mile connections to railway stations will likely affect demand for public transport. There is a greater need to develop key railway stations as mobility hubs to enable access to core public transport network for new modes of mobility. This may impact on the viability of some bus feeder services.

**Comment [ML3]:** Insert something to hook Appendix 2 to. Noting the RLTP 2015 has been updated and RPTP is about to take

**Comment [HC4]:** The RLTP extract was provide FYI - it wasn't necessarily intended to be included in the final document.

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# Appendix 1: Metlink Public Transport Network



Source: Wellington Regional Land Transport Plan 2015, pg 77

## Appendix 2: Extract from the Regional Land Transport Plan 2015

### A high quality, reliable public transport network

A high quality (frequent, comfortable, safe, and easy to use) and reliable peak period public transport network will provide an efficient method for moving large numbers of people at peak times (with associated de-congestion benefits) along corridors where the transport network is in high demand and capacity is an issue. Continuing to improve off-peak accessibility will ensure that the public transport network provides a good base level of service for community accessibility purposes.

Ongoing investment in the region's rail network is an important part of this strategy. Rail is a very efficient way to move large numbers of people over longer distances and we will continue to build on the region's established rail network which links many communities within the region along several key corridors to the north of the Wellington City CBD. The priority is to improve rail's reliability, capacity and frequency, and over the longer term the aim is to further improve journey times and reach.

Buses play an important role in the region's transport network and will continue to do so in future. They support the rail network with connecting feeder services and provide core public transport services in many areas. Bus Rapid Transit (high quality, high capacity buses running in dedicated lanes) along the public transport priority spine in central Wellington and beyond will provide fast and reliable journeys through the Golden Mile/CBD and to the southern and eastern suburbs.

Key improvement areas for public transport include:

- Continued modernising of public transport vehicles
- Measures to improve journey times and service reliability
- Enhancing the quality of stations, stops and interchanges
- Improving pedestrian access to public transport stops and stations
- Improving public transport fare, information and ticketing systems
- Improving the design of public transport networks to be more effective and efficient
- Ensuring value for money through new performance based operating contracts
- Maintaining and enhancing park and ride facilities
- Using customer feedback to improve the network
- Promoting public transport use

#### 7.3 THE NEED FOR INVESTMENT

It is not always affordable or desirable to continually increase the capacity of the road network in response to congestion and travel demand. Public transport is far more efficient at moving large numbers of people over long distances within the urban area than any other travel mode. It will therefore play an important role in providing for future travel demand. An effective and efficient public transport network will support future access to employment and markets with less impact in terms of land required for parking, and will be reasonably robust in the context of uncertainty over fuel costs, and other demographic and social changes. Investment in the region's public transport system complements investment in the roading network by providing an alternative to car travel on congested motorways and arterial roads, freeing up space for freight and commercial use and for other trips that cannot be made by public transport.

To achieve this, the Wellington public transport network needs to be attractive to users, both in terms of the convenience of the service that is offered and the relative cost to users compared to the alternatives available.

Key factors that are commonly identified in public transport perceptions surveys as reasons that people do not use public transport more often include:

- longer journey times and poor reliability
- fare cost
- frequency of services
- comfort of stops/stations and vehicles

Investment in the day-to-day operation of the existing public transport network is crucial to ensure that it operates efficiently and effectively. For example, a lack of prior investment in Wellington's rail network up until around 2005 led to significant reliability issues, crowding, poor asset management, inadequate service frequency, and an uncomfortable travel experience for passengers. Significant catch-up investment in the rail network over more recent years has been focused on addressing these issues.

Results from perception surveys suggest that just over half of users believe that bus services are reliable. There has been a gradual decline in bus reliability over the six-year period to 2013. Buses use the road network and are affected by traffic congestion which impacts negatively on journey times and reliability. Investment in bus priority measures, particularly through congested urban streets, is crucial for improved bus journey times. Investment in a modern bus fleet, together with high quality stops and interchanges, is needed to provide comfortable and attractive public transport journeys.

A cost effective public transport system will help to keep public transport fares affordable and improve their competitiveness with the relative cost of car trips. Investing in network efficiency and integration improvements will be crucial to achieve this.

#### **7.4 BENEFITS OF INVESTMENT**

Public transport services are an essential part of Wellington's transport network, and contribute significantly to the region's liveability and economic productivity, primarily by:

- decreasing severe traffic congestion, particularly in the morning and afternoon peak periods, which in turn makes journey time reliable for other transport network users
- providing transport choices, including during off-peak periods
- contributing to reduction of CO2 emissions from transport
- enabling efficient land use and a compact, well designed and sustainable urban environment
- improving health and safety

Compared with single-occupant private car journeys, public transport trips are generally more energy efficient, generate fewer emissions and result in less congestion, particularly when the trips are well patronised and the public transport vehicles are well maintained. Public transport also has safety advantages over private cars, and provides health benefits by contributing to a more active lifestyle.

#### **7.5 STRATEGIC RESPONSE**

The long-term approach is to provide a modern, effective and efficient integrated public transport network that contributes to sustainable economic growth and increased productivity while also providing for the social needs of the community. This will require continued investment in and improvement of the Metlink public transport network so that services:

- go where people want to go, at the times they want to travel
- provide competitive journey times
- provide value for money
- are easy to understand and use
- are safe, comfortable and reliable
- provide flexibility, allowing people to change their plans.

In addition, investment is required to maintain the coverage of local and targeted services and in improving the accessibility of public transport by providing information, facilities and services that are available to all members of the public.

7.6 KEY NETWORK PRIORITIES

Figure 21. The key priorities for the public transport network are as follows:

Area	Priorities	Timing	Explanation
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

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			<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
Bus network	Wellington City bus network	Short to medium term	Implementing the outcomes of the Wellington City Bus Review will provide a simpler network with more frequent services available to more people, with less service duplication and fewer buses on the Golden Mile. This should lead to increased patronage and improved cost effectiveness. New routes are expected to operate from 2017.
	Bus Rapid Transit (BRT)	Medium term	<p>Implementation of a BRT network for Wellington City will be facilitated by the implementation of priority measures and high quality infrastructure along a public transport priority spine through central Wellington City (from Wellington railway station to Newtown and to Kilbirnie). It will also involve vehicle improvements. This will enable fast and reliable journey times for public transport users on core routes, particularly through the Golden Mile and to the southern and eastern suburbs, with the goal of these trips becoming increasingly competitive with the same journeys by car.</p> <p>The BRT network will be progressively introduced through:</p> <ul style="list-style-type: none"> <li>• The construction of dedicated bus lanes and priority measures, starting with the public transport priority spine</li> <li>• The introduction of a new bus network for Wellington City bus services (see above)</li> <li>• The rollout of a new fleet of bus vehicles that are modern, low emission, and high-capacity to meet future demand.</li> </ul>
	Signage, bus stops and interchanges	Ongoing	<p>Implementation of a programme of renewal and development for network signage, bus stops and interchanges. A medium term priority will be improving key interchange nodes (Wellington railway station, Newtown and Kilbirnie) associated with the new BRT system along the Wellington City public transport priority spine.</p>
	Area based bus	Ongoing	<ul style="list-style-type: none"> <li>• Rolling bus service reviews across</li> </ul>

	service reviews		the region will be ongoing to ensure that networks and services respond to changing needs over time.
	Network Operating Framework	Ongoing	The application of a Network Operating Framework to local road networks in all regional and sub-regional centres will enable the role and priority of transport modes, including buses, within the urban road network to be assigned. This will help to clarify the role of different routes, and will also assist with the consideration of trade-offs where re-allocation of road space for bus priority lanes or facilities is required.
<b>Fares and ticketing</b>	Integrated ticketing	Short to medium term	Implementation of integrated fares and ticketing to provide an integrated way to pay across the whole Metlink network, allowing travellers to use the same payment system to buy single or multiple trips, or a journey using a number services. A simplified fare structure and new fare products will encourage more frequent use of public transport. The system will provide better information about the journeys people take, allowing better planning to meet travellers' actual needs. Network efficiency will be improved by better planning, faster boarding times, and the introduction of free transfers between services.
<b>Service procurement</b>	Implement the 'Public Transport Operating Model' (PTOM)	Short to medium	Implementation of a new approach to procurement of services that make up the Metlink bus and rail network through performance-based partnering contracts. This is expected to create an environment where goals and objectives are aligned through collaborative planning, joint investment, performance incentives, and shared risks and rewards.

**From:** Lucy Harper  
**Sent:** Wednesday, 15 May 2019 11:46 a.m.  
**To:** John McSweeney  
**Cc:** Kate Pascall  
**Subject:** Submission to WCC Planning for Growth and Te Atakura First to Zero  
**Attachments:** Final GWRC submission on Planning for Growth.docx

Dear John

**Planning for Growth and Te Atakura – First to Zero consultation documents**

Attached is Greater Wellington Regional Council’s submission on the Planning for Growth and Te Atakura – First to Zero consultation documents.

We welcome the opportunity being provided to continue to contribute to ongoing discussions as Wellington City takes the work to the next stage and eventually changes to the district plan.

If you have any questions on our submission or wish to discuss any of the matters raised in our submission, please contact me. We look forward to continuing discussions as the work develops.

Yours sincerely

**Lucy Harper** | Team Leader, Environmental Policy  
**GREATER WELLINGTON REGIONAL COUNCIL**  
**Te Pane Matua Taiao**  
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**Lucy Harper** | Team Leader, Environmental Policy

**GREATER WELLINGTON REGIONAL COUNCIL**

***Te Pane Matua Taiao***

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**Submission of Greater Wellington Regional Council  
to Wellington City Council  
Planning for Growth and Te Atakura – First to Zero  
Consultation documents**

15 May 2019

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### 3. Public transport

The RLTP discussion above infers that the role of public transport (and integration with surrounding land use) is fundamental to achieving the proposed outcomes for both the *Planning for Growth* and *Te Atakura – First to Zero*.

#### *Planning for Growth*

The constrained and dense nature of existing urban form in Wellington City presents both opportunities and constraints for public transport. Opportunities are primarily related to density (which drives demand) and good proximity to the public transport network (which also helps with utilisation, commercial viability and improved levels of service). The constraints are generally associated with competition for limited road space and congestion of the road network, especially on core routes. Public transport is currently competing directly with the car and needs much greater priority in the road hierarchy to free up the network and improve reliability, punctuality and frequency. Wellington City is requested to prioritise the provision of bus priority on core public

transport routes. Wellington City also needs mass transit on the core network over the longer term to provide a step change in capacity, which is where Let's Get Wellington Moving is vital.

Structure planning will be essential to meet the planning and carbon zero aims. The role of urban design for retail areas and commercial centre areas (especially parking) is a critical consideration for the viability of public transport, especially buses. The recent development trends around big box retail and extensive parking provision in some regional centres is likely to have attributed to lower public transport patronage in regional areas. Existing compact urban form in Wellington City has helped to off-set patronage declines elsewhere in the region, so we recommend continuing the development of new areas with good design principles in mind.

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Chris Laidlaw (Chair)

On behalf of

Greater Wellington Regional Council

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**From:** Samantha Seath  
**Sent:** Tuesday, 28 May 2019 8:57 a.m.  
**To:** 'Baz Kaufman'; Carolyn Dick - WCC; Carolyn Mckenzie; Gary Craig; Jennie Mitchell (jennie.mitchell@swdc.govt.nz); Kate Janes; 'kathrynr@mstn.govt.nz'; 'Morag Taimalietane'; ~~X@X~~ vt.nz; 'Steven.perdia@poriruacity.govt.nz'; David Perks; Stuart.grant@uhcc.govt.nz  
**Cc:** 'Nicola.Etheridge@poriruacity.govt.nz'; 'Hamish McGillivray'; 'Richard Harbord'; 'Janice McDougall'; 'Liz Fenwick'; 'russell.oleary@swdc.govt.nz'; Sue Southey; Luke Troy; Kim Kelly  
**Subject:** RE: Wellington Regional Investment Plan  
**Attachments:** WRIP draft 1.1.pdf

Mōrena everyone

Just a reminder that I am looking for comments on the draft WRIP document before the end of this week so I can finalise for the Mayoral forum on the 21<sup>st</sup> of June.

Ngā mihi  
Samantha

**Samantha Seath** | Wellington Regional Strategy Office  
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**From:** Samantha Seath  
**Sent:** Monday, 13 May 2019 12:16 p.m.  
**To:** 'Baz Kaufman'; Carolyn Dick - WCC; Carolyn Mckenzie; Gary Craig; Jennie Mitchell ([jennie.mitchell@swdc.govt.nz](mailto:jennie.mitchell@swdc.govt.nz)); Kate Janes; [kathrynr@mstn.govt.nz](mailto:kathrynr@mstn.govt.nz); Morag Taimalietane; [darryn.grant@kapiticoast.govt.nz](mailto:darryn.grant@kapiticoast.govt.nz); [Steven.perdia@poriruacity.govt.nz](mailto:Steven.perdia@poriruacity.govt.nz); David Perks; [Stuart.grant@uhcc.govt.nz](mailto:Stuart.grant@uhcc.govt.nz)  
**Cc:** 'Nicola.Etheridge@poriruacity.govt.nz'; 'Hamish McGillivray'; 'Richard Harbord'; 'Janice McDougall'; 'Liz Fenwick'; [russell.oleary@swdc.govt.nz](mailto:russell.oleary@swdc.govt.nz); Sue Southey; Luke Troy; Kim Kelly  
**Subject:** Wellington Regional Investment Plan

Kia ora

As you will all be aware we have been progressing development of the Wellington Regional Investment plan in the housing space and have been working closely with yourselves and central government over the last few months.

At the last Mayors meeting they asked for a final version of the WRIP to be signed off so we have a full document backing up the A3 taken to Ministers.

We have undertaken to get this done and to workshop this and the integrated housing plan with them at their next meeting (21 June). We will also be discussing the process with the CEs at their meeting on the 17<sup>th</sup> of May.

Attached is the final draft of the document for you to review.

I have previously sent the draft WRIP to you all, however I understand there have been some significant staff changes over the last few months and therefore some may not be as familiar as others with what has been developed over the last year.

The document does contain data that has been provided to us by each of the councils so it would be appreciated if you could make sure that there have not been any significant changes.

If you would like to discuss any aspects of the report then please let me know. Any comments I have received since the last draft was sent out have been incorporated into this version however many councils have not provided feedback.

To give us time to prepare for the 21<sup>st</sup> of June could all comments be back to me by 31 May. At this point we will be finalising a version to go to CEs and Mayors.

Thanks in advance for your help.

Ngā mihi  
Samantha

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2019

Wellington Regional  
Investment Plan

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## Outcome: Accessing opportunities through transport

Wellington's hilly, river and sea-lined geography has determined how our region has formed and where transport linkages were first established. These early routes continue to influence the transport planning efforts to shape the region, but the region has grown and evolved. More growth is expected and more change is necessary. The capacity of the transport network to meet both current and future demands is already limited and decreasing.

Geography also influenced the location of central government, its ministries, agencies and numerous associated economic activities. Coupled with the location of the port, inter-island ferries, universities and other regional institutions, this has led to the concentrations of jobs and the daily movement of workers from the wider region to the Wellington CBD.

Commuting times through the region to Wellington are getting worse. Morning peak-hour drivers to Wellington can spend 72 per cent more time stuck in traffic, an extra 20 working days a year. This is the worst morning commute in the world for a city of our size, and this is impacting on the region's productivity.

Transport provides the arteries that enable the exchange of goods, services and people between the diverse parts of the city-region. It enables higher levels of productivity with greater efficiency of the availability of resources. Regions that have effective and efficient transport do well and generate the confidence of residents.

### Outcome sought

The opportunity is to design the multi-modal transport system of the long-term future city-region, not simply for the present, taking account of growth, quality of life and environment.

### Background information

The priority focus in this investment plan is on access to the regional CBD in Wellington City and intra-regional connections. Key centres and employment hubs in the region must be accessible to major population centres.

#### Design principles

- Thinking well beyond the present
- Bringing all parts of the region into the mainstream economy
- Improving regional productivity
- Trending towards carbon zero
- Rebalancing modes of transport

### Opportunities

The synergies between transport and housing are strong. Multi-modal transport associated with housing areas and precincts will be important and access to transport corridors will be a vital consideration in the location of new housing areas. There are also strong resilience co-benefits through providing more secure routes and alternatives to access parts of the region post a major event. Obvious projects in this regard are the Ngauranga to Petone cycle-way, Petone to Granada and the Cross Valley Link. Most importantly, transport will encourage the free-flow of people and resources around the region to support the modern concentrated economy. If concentration means congestion and paralysis, we will have failed. This challenge cannot be over-estimated.

## Actions/focus areas

The projects in this category are major by any measure. They are also highly complex and, in some cases such as the proposed mass transit as part of Let's Get Wellington moving, they are projects that have limited precedent in New Zealand.

### FOCUS AREA 1: LET'S GET WELLINGTON MOVING

Wellington City's transport network has reached capacity at certain times of the day and week and with significant growth this could be exacerbated. The increasing role of Wellington City as an economic powerhouse in the region with greater concentration of population in and around the central city means solutions to the current challenges are vital. There is also a major opportunity to shift patterns of travel to more sustainable modes and reduce the impacts of vehicles and emissions on the city.

Project	Lead Agency	Key partners	Linked projects/initiatives
<p>A comprehensive integrated programme of transport interventions that address transport problems, stimulate economic and housing growth and city-shaping opportunities</p> <p><b>Priority projects:</b></p> <ul style="list-style-type: none"> <li>○ Comprehensive walking networks and connected cycleways.</li> <li>○ Significant improvements to public transport, including routes from the north, bus priority through the central city and key suburban routes</li> <li>○ Road pricing – to incentivise sustainable transport options</li> <li>○ high capacity mass transit from the central railway station to the regional hospital and international airport</li> <li>○ Basin Reserve – easing the bottleneck for traffic moving east of the city and to the airport.</li> <li>○ State highway improvements, especially in the Te Aro area involving reclaiming of this as part of an inner city precinct (see housing section) and encouraging traffic to bypass the central city</li> </ul>	WCC	GW, NZTA	<p>Urban development authority</p> <p>North/South multi modal transport spine</p>

#### Investment required

- Commitment to long term funding on a population basis
- Long term partnership with NZTA

#### Return on Investment

- Supports growth across the city
- Reduction in emissions
- Integrated urban design