



Act 1982

# GOVERNANCE REFERENCE GROUP

30 July 2021

Let's GET Wellington MOVING

WAKA KOTAHĪ  
NZ TRANSPORT  
AGENCY

greater WELLINGTON  
REGIONAL COUNCIL  
Te Pane Matua Taiao

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## 6. IBC UPDATE

For information



# Emerging Technical Options

MRT & SHI presentation

## MCA

- Objectives
- Mana Whenua
- Effects
- Delivery & Operation







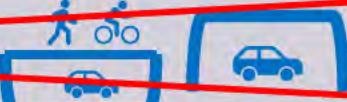

















## Other Factors

- Affordability
- Stageability
- Urban Development
- BCR



Technically Preferred Option

# Programme Technically Preferred Options

Programme	PT south	PT east	Basin	Mt Vic	Te Aro & Terrace Tunnel	Long Tunnel
RPI V1	Island Bay 	Miramar 				
RPI V1A	Island Bay 	Miramar 				
RPI V2	Island Bay 	Miramar 				
RPI V3	Island Bay 	Miramar 				
RPI V3A	Island Bay 	Miramar 				

- V1A is emerging as best performing option
- Options V1, V3, V3A don't perform as well. V1 has significant Te Aro impacts.
- V2 has been retained to provide a genuine alternate option, as it scores well on for decision makers to consider "Other Factors"

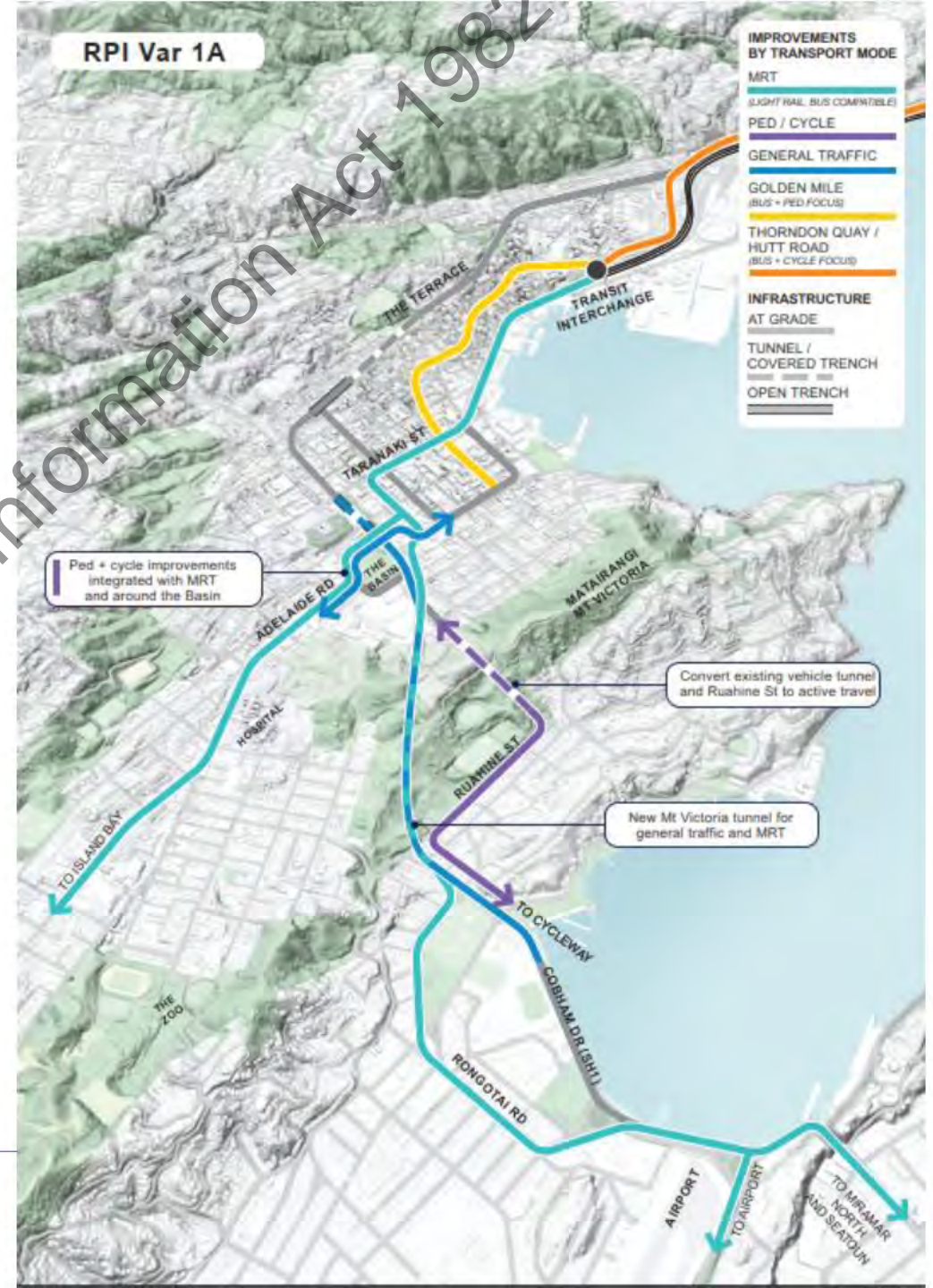
# RPI Variant 1 A

Other aspects not shown visually here:

- Bus integration with MRT route
- City Streets
- Travel behaviour change
- Parking levy / congestion charging

City Streets projects delivered via MRT:

- Waterfront/Quays Route
- Taranaki
- Basin to Newtown
- Kilbirnie to Miramar Cutting
- Newtown to Berhampore
- Miramar town centre



# Taranaki Street vs Kent Terrace

MRT Route alignment being retested.

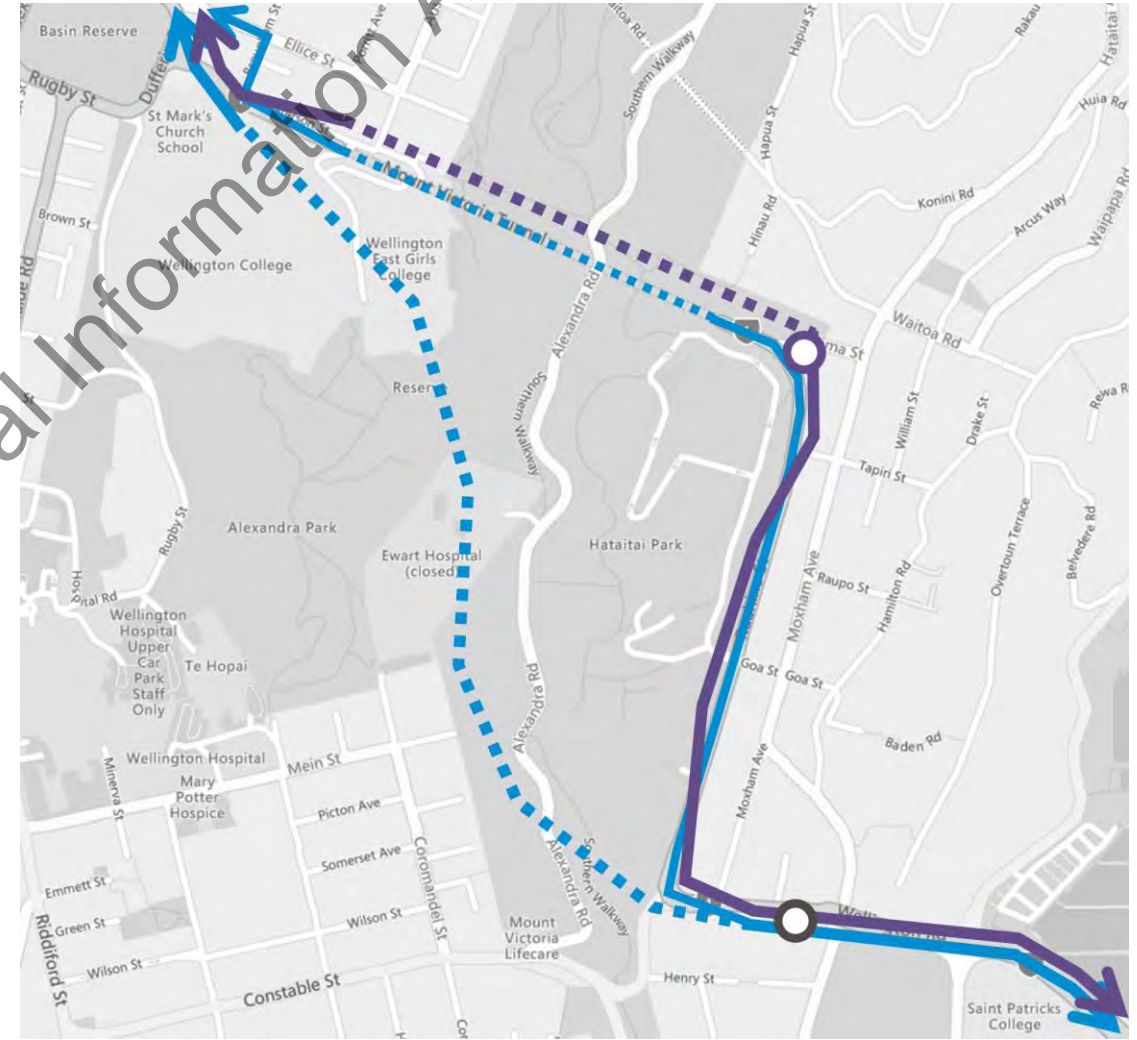
- Both options offer similar travel times.
- Taranaki St / Haining St
  - May provide more urban development opportunity.
  - Has significant property impact.
- Kent Tce / Wakefield St
  - Provides one extra stop.
  - Better integrates with the bus network.
  - Has negligible property requirement.
  - Will be lower cost to deliver.



# Diagonal Tunnel vs Parallel Tunnel

## Mt Victoria Tunnel Alignment

- Parallel Tunnel
  - Has significant property impact 9(2)(b)(ii), 9(2)(j)
  - Impacts Town Belt.
  - Requires additional active modes tunnel.
- Diagonal Tunnel
  - Converts existing tunnel to active modes.
  - Requires significantly fewer properties.
  - 9(2)(b)(ii), 9(2)(j)
  - Avoids Town Belt.
  - Higher cost.



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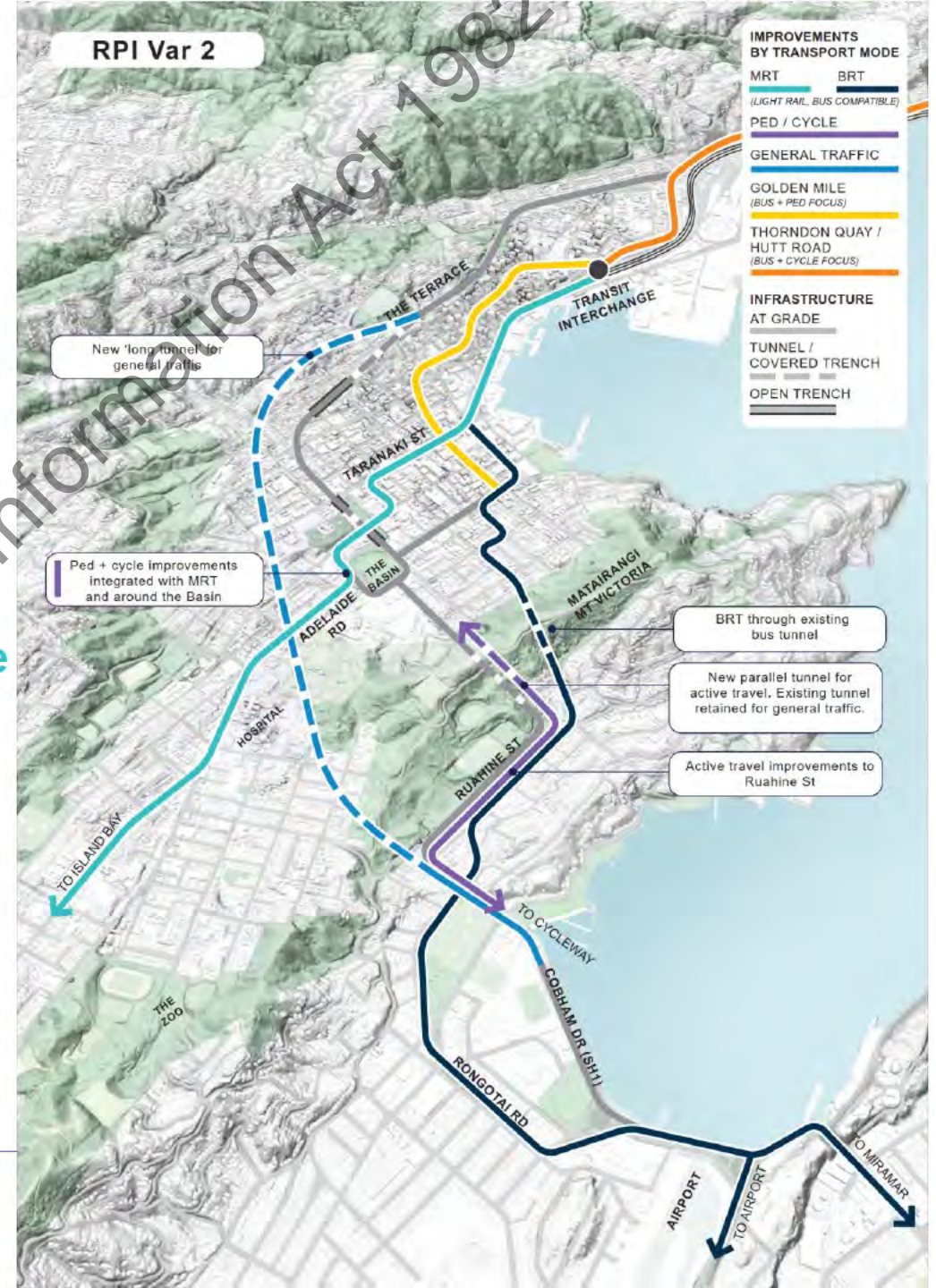
# RPI Variant 2

Other aspects not shown visually here:

- Bus integration with MRT route
- City Streets
- Travel behaviour change
- Parking levy / congestion charging
- Basin improvements (pre and post long tunnel)
- **Enhanced City Streets in Te Aro to reclaim road space**

City Streets projects delivered via MRT:

- Waterfront/Quays Route
- Taranaki
- Basin to Newtown
- Newtown to Berhampore





# Travel Demand Management

## Travel Behaviour Change

- A set of 'soft' activities that encourage people to change modes, change travel times, and work from home.
- Draft Single Stage Business Case prepared
- Includes four disruption scenarios

## Commuter parking levy

- Feasibility study carried out
- A commuter parking levy is viable
- Results incorporated into the draft Travel Behaviour Change SSBC

## Congestion pricing

- Short, quick study by PWC, based largely on Auckland Congestion Question work
- To provide enough detail so, during engagement, congestion pricing is seen within context of wider programme, and other possible TDM measures
- Modelling shows congestion pricing improves outcomes for other programme elements
- Congestion pricing would need to be introduced after rail and LGWM PT improvements so drivers had a good alternative
- Further detailed feasibility work needed, e.g. on equity outcomes and details.

## 7. IBC CONSULTATION UPDATE

For information

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# Emerging IBC consultation approach

## Emerging consultation approach

- Illustrate the future vision for the city/region with urban development along the corridor enabled by MRT
- Explain how urban development would be supported (including transport investment as an enabler)
- Show programme transport options (high-level)

## Proposed councillors briefing approach

Two step briefing process:

- Mayor and Chair stress confidentiality at start of briefings
- Briefing 1: Present engagement approach and pre-engagement framing
- Briefing 2: Present consultation options shortly before consultation start

## Contingency plan in case of early release

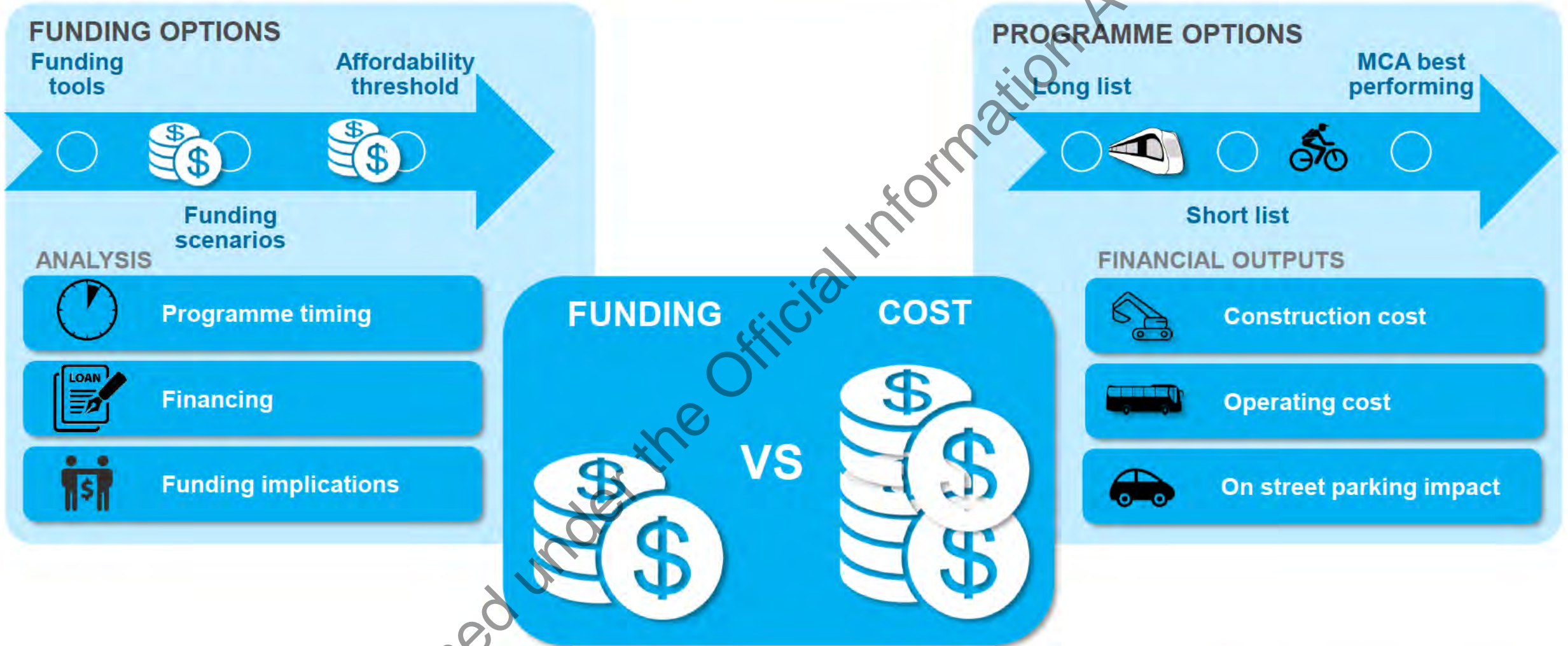
- Reactive media comments ready (Mayor, Chair, Waka Kotahi)
- Prepare to make councillors briefing available (if needed) so media gets the full story

## 8. FUNDING UPDATE

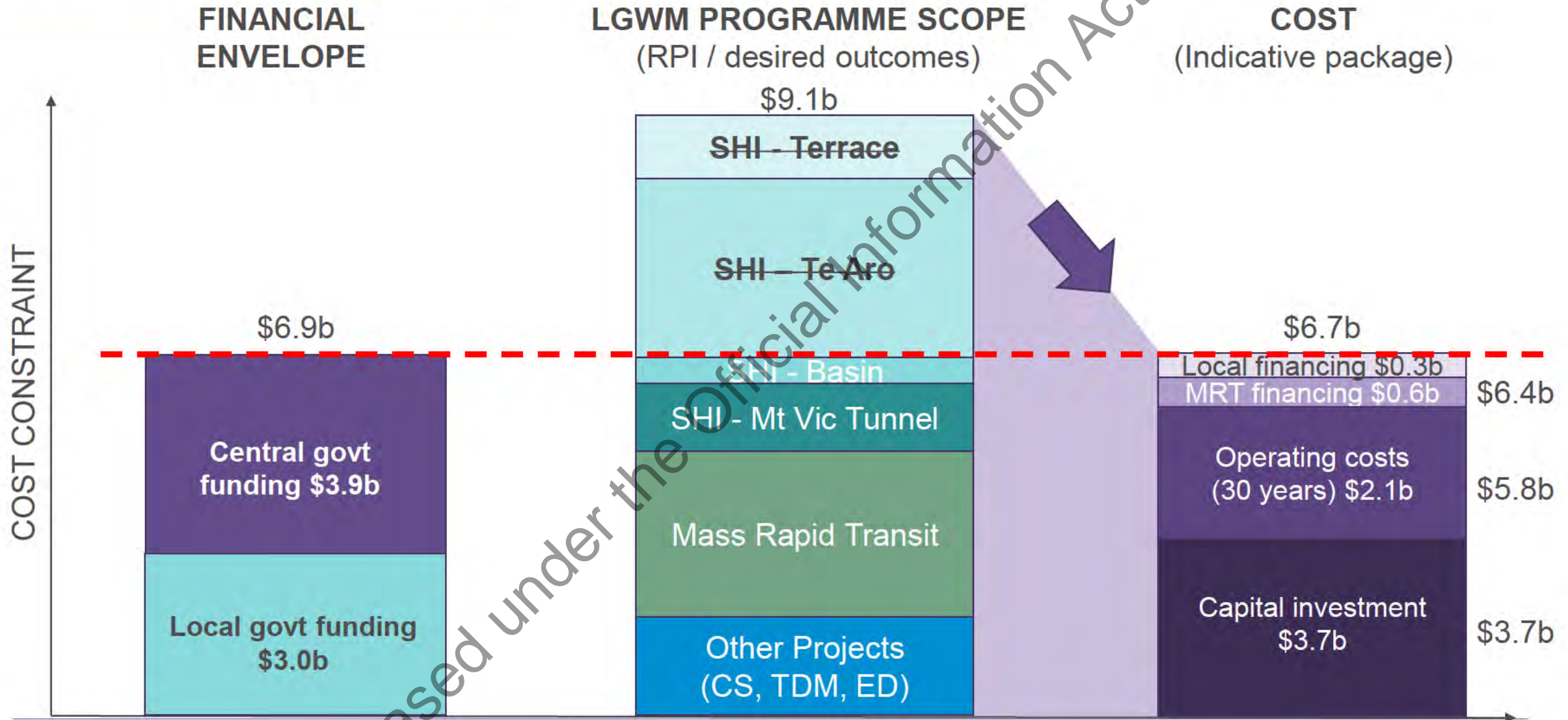
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# Affordability analysis - approach



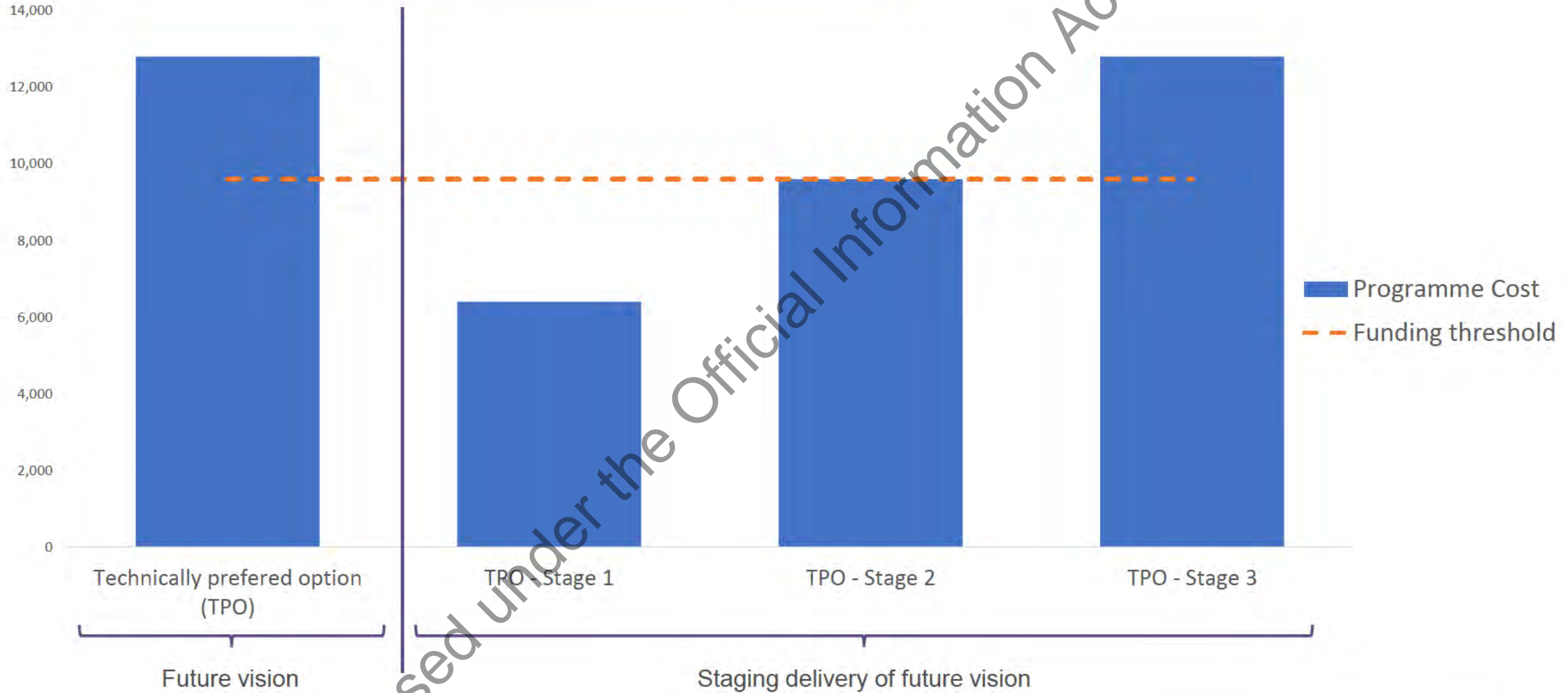
# Affordability analysis – PBC stage



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# Affordability analysis - output\*

\* Visual for illustrative purposes only – not real data



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## 9. General business and close

Closing karakia

**Unihia, unuhia**

**Unuhia ki te uru tapu nui**

**Kia wātea, kia māmā, te ngākau,  
te tinana, te wairua i te ara takatā**

**Koia rā e Rongo, whakairia ake ki  
runga**

**Kia wātea**

**Kia wātea**

**Āe rā, kua wātea**

Draw on

Draw on

Draw on the supreme sacredness

To clear, to free the heart, the body and the  
spirit of mankind

Oh Rongo, above

Let this all be done in unity!



# Potential funding & financing tools

## Central Share (60%)

### NLTF

- Baseline NLTF forecast
- FED / RUC increases beyond current Government term
- Regional spend allowance
- Impact of farebox

### Financing

- Scale of financed projects (assume cost of borrowing at Government rates)

## Local Share (40%)

### Rating Tools

- General or targeted rates

### Value Capture

- Targeted rates
- Development contributions
- Infrastructure Funding & Financing Levy
- Land purchase / development

### User Charges

- Impact of farebox
- On street parking supplementary charge
- Parking Levy
- Congestion / cordon charge

### Financing

- Scale of financed projects (assume LGFA)

## Not Currently In Scope

### Central Share (60%)

### Crown Support

- Appropriation (eg recycle ETS revenue)
- Interest free finance

### Local Share (40%)

### User Charges

- Regional taxes (e.g. regional fuel tax)
- City Deal
- Capital recycling
- Road tolls (could be relevant for *long tunnel*)

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