

Technical Assessment Outcomes and Next Steps

Agenda Item:	5
Item for:	Discussion
Addressee:	Partnership Board
Owner:	Andrew Body, Programme Director
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Purpose

This paper attaches the final *Technical Assessment Outcomes Presentation* and seeks the Board's guidance on next steps to prepare for the conversation with the Minister of Transport and subsequent steps needed to seek broader partner alignment for the programme.

Technical Assessment Outcomes Presentation

The attached Technical Assessment Outcomes Presentation is, as agreed, designed to facilitate a discussion with the Minister and makes no recommendations. The presentation includes example programmes, indicative cost estimates and a comparison of outcomes. The presentation incorporates previous comments and direction received from the Board. Agenda item 6 provides further detail on the proposed short-term improvements programme.

The programme team has prepared comprehensive technical notes that support the presentation and its findings. These technical notes are not attached but can be provided to the Board if requested.

Next Steps

The LWGM programme team will now orientate its efforts to best support partners to reach common alignment for the programme and prepare to make progress on the programme once that alignment is reached. This includes:

- Summarising the technical evidence-base into a format suitable for circulation to partner organisations to support their consideration;
- Determining the work required to update indicative businesses cases; and
- Preparing for public and stakeholder engagement.

Guidance

Guidance is sought from the Board on the following to inform the programme team's work programme for the next two weeks:

1. Who is delivering the presentation to the Minister and what further support is needed from the programme team?
2. How does the Board intend to seek broader partner alignment on the future direction of the programme, e.g.
 - When and how to engage with the full Governance Reference Group (including Mana Whenua partners) - noting the Minister's expectation that this is done prior to the Minister's meeting (at least in relation to the Health Check)
 - When and how to seek support from each individual partner organisation at Board and Councillor level.

Recommendation

It is recommended that the Board:

Approves the final *Technical Assessment Outcomes* for presenting to the Minister of Transport

Attachments

Attachment 1: *LGWM Technical Assessment Outcomes – Final*

Released under the Official Information Act 1982



Official Information Act 1982

CONFIRMING PARTNER ALIGNMENT

INDICATIVE PACKAGE UPDATE &
EXAMPLE PROGRAMMES

February 2021

DRAFT – for discussion



Recap and background



Context

Board initiated work to confirm programme direction

PROGRAMME HEALTH CHECK

Recommendation to ensure **strong alignment** between the **three partner organisations**



INDICATIVE BUSINESS CASES



Opportunity to reshape some packages for better outcomes incl. Mass Rapid Transit and Strategic Highway Improvements

Better understanding of **affordability** challenges



EMERGENT KEY ISSUES



CLIMATE CHANGE

Climate emergency
Emissions reduction targets



COVID-19

Productivity
Jobs
Regional economy
Affordability



POPULATION GROWTH

NPS-UD
Strong growth in the north of Wellington region



HOUSING SUPPLY

Pressures on the housing market

ASSESSMENT

KEY ISSUES OF FOCUS



Affordability

The mix of interventions and their deliverability



The timing of investments

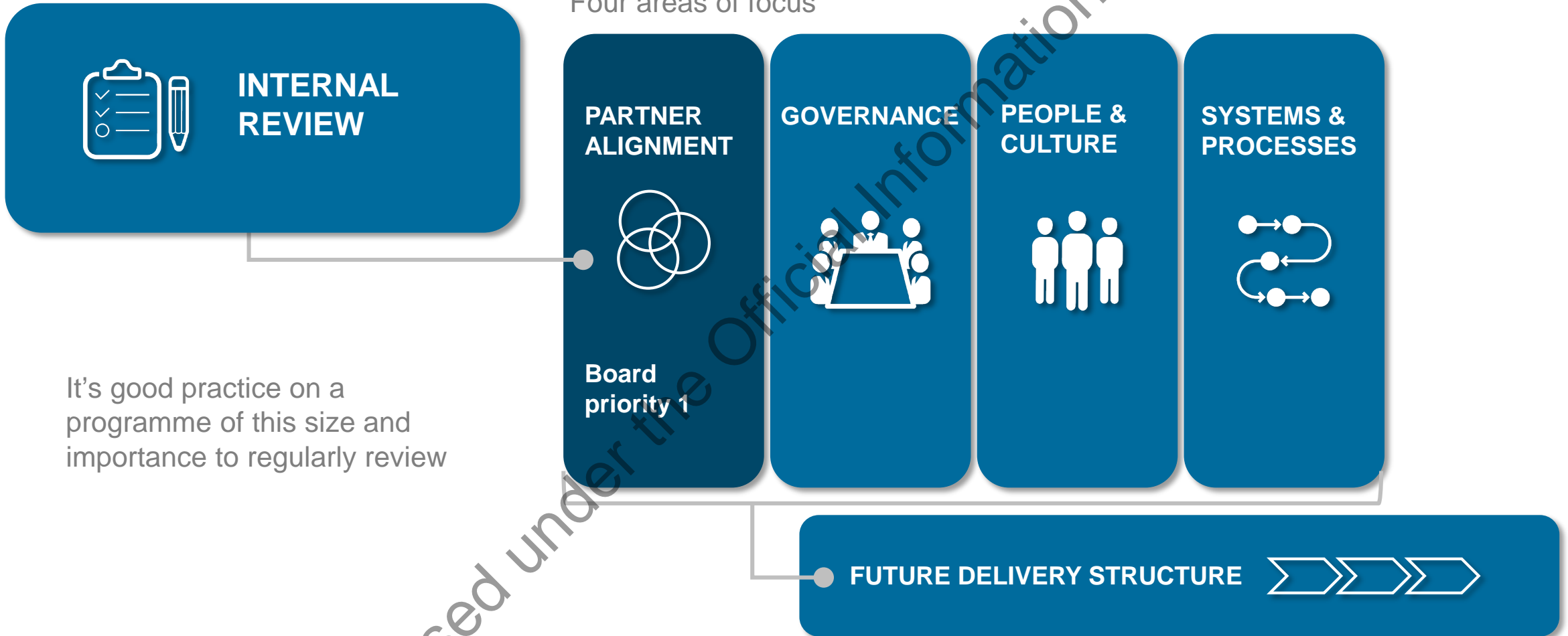
Alignment with Government priorities



Response to key issues

Programme Health Check

Four areas of focus



Indicative Package: findings from the IBCs

In 2020 indicative business cases were drafted for Mass Transit, Strategic Highway improvements and city wide walking, cycling and bus priority improvements

INDICATIVE BUSINESS CASES



Opportunity to reshape some packages for better outcomes incl. Mass Rapid Transit and Strategic Highway Improvements

Better understanding of **affordability** challenges



Key findings

Costs have risen

Likely the Indicative Package will exceed the agreed funding envelope



Growth

North and east of the region is stronger than envisaged



Pricing

Some form of pricing is key to carbon reduction targets



City Streets

Walk/bike/bus priority package has strong benefits common to all possible programmes



Mass rapid transit route

Airport connection vs urban development trade off



Basin requires larger footprint

Integration of MRT, SH1 and active modes requires a larger footprint than envisaged in the PBC work



Rail upgrade dependent

Benefits for those who live in the north are heavily dependent on concurrent rail upgrades



Constructability and implementability constraints

More detailed understanding has been developed



Vision and objectives are sound and align with Government priorities

VISION

Established 2018



A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys

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

OBJECTIVES

A transport system that:



Enhances the **liveability** of the central city



Provides more efficient & reliable **access** for users



Reduces reliance on private vehicle travel



Improves **safety** for all users



Is **adaptable to disruption** and future uncertainty



The vision, objectives and strategic approach are **well aligned with Government priorities**

Government Policy Statement on Land Transport 2021

Mode shift aspirations

National Policy Statement on Urban Development 2020

Transit-Orientated Development and intensification

Climate change response

Emissions reduction targets

As does the strategic approach

Moving more people with fewer vehicles

1. Make the most of what we have



Optimise the transport system and make it safer



Encourage people to walk, cycle and use public transport more, and use cars less

2. Deliver a step change in public transport



Substantially improve public transport capacity, quality and performance



Encourage urban intensification near public transport

3. Improve journeys to, from and in the central city



Prioritise people walking, cycling and using public transport on key corridors

Improve accessibility and amenity of places and streets

Ensure those who need to use private vehicles can (e.g. deliveries)

4. Improve journeys through and around the central city



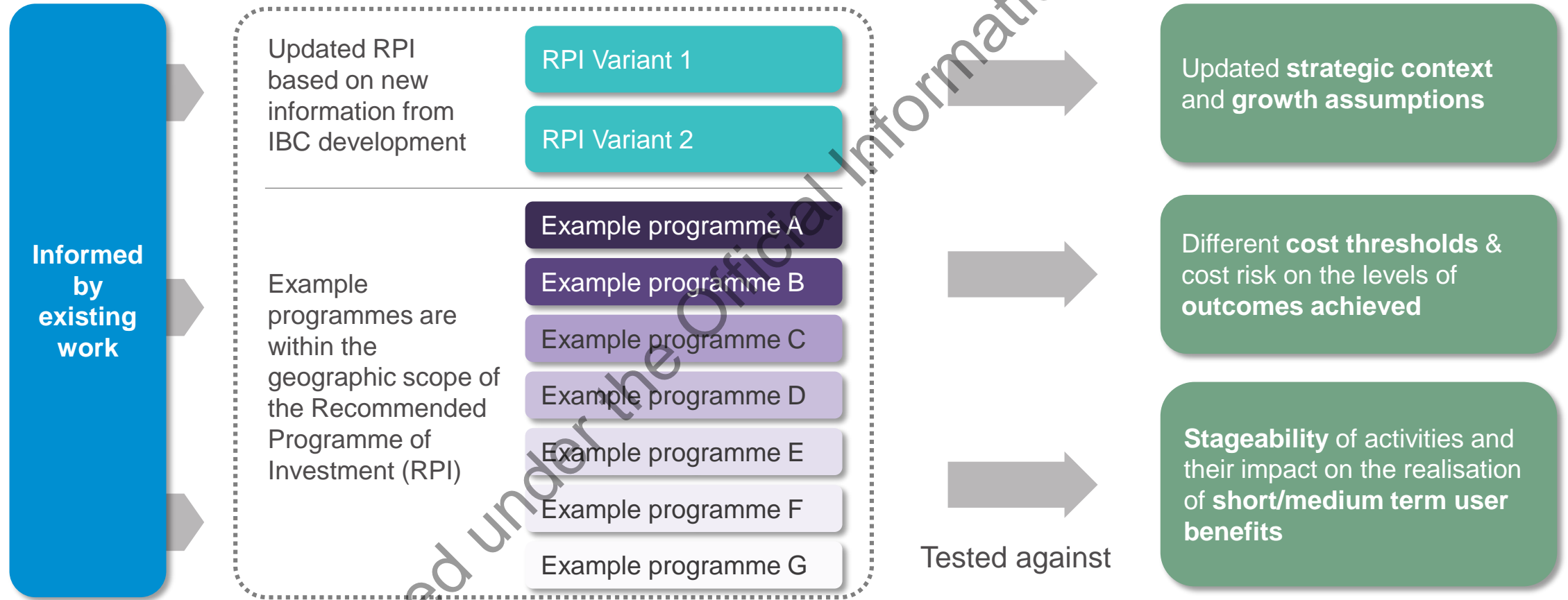
Reduce conflicts between different transport users and traffic flows

Increase the resilience and reliability of our transport, especially to the hospital, port and airport

Example programmes

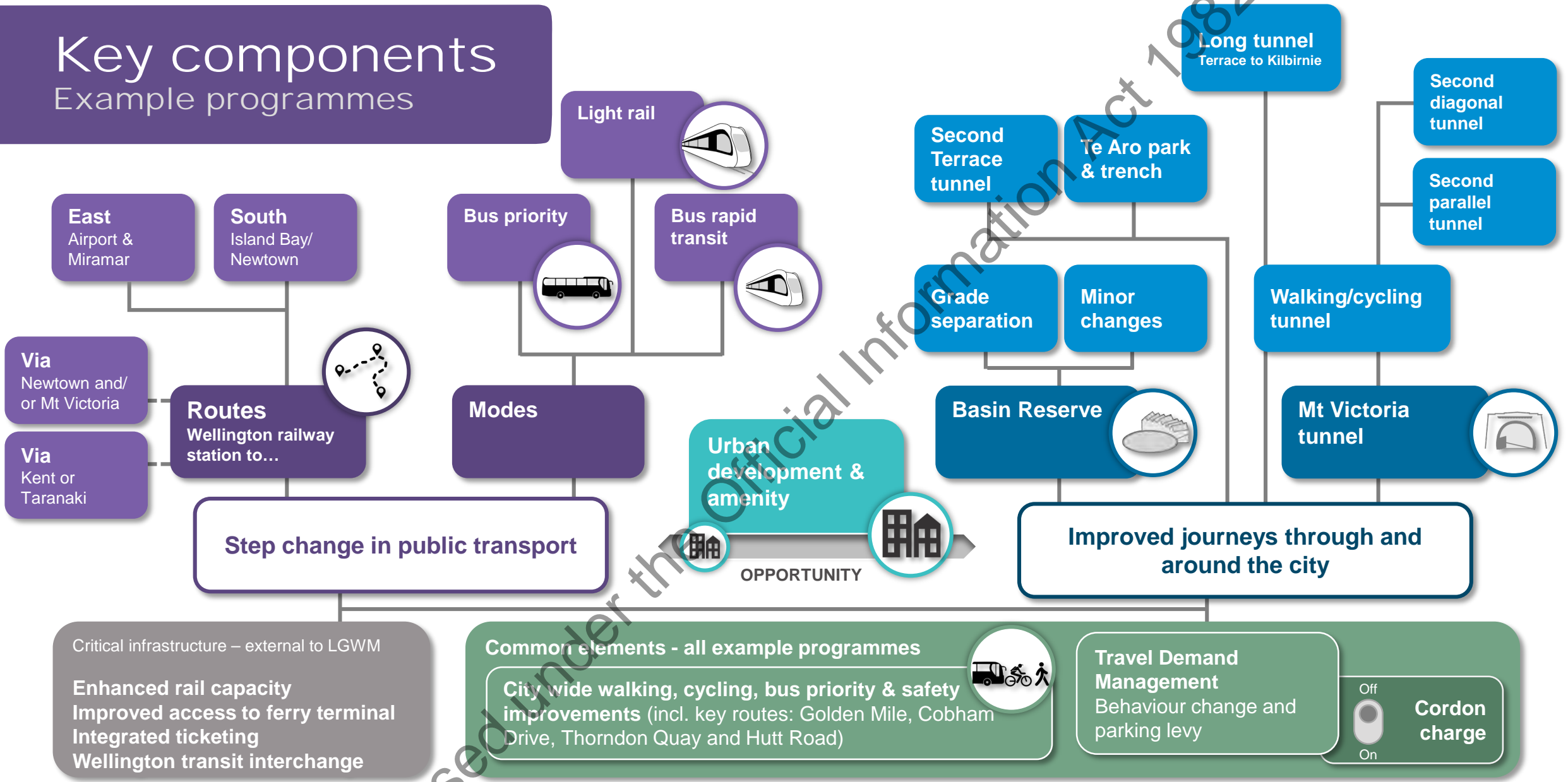
Scope and approach

NOTE: Example programmes are not 'options' to be selected. They are to illustrate different, affordable approaches to inform discussion on LGWM programme priorities

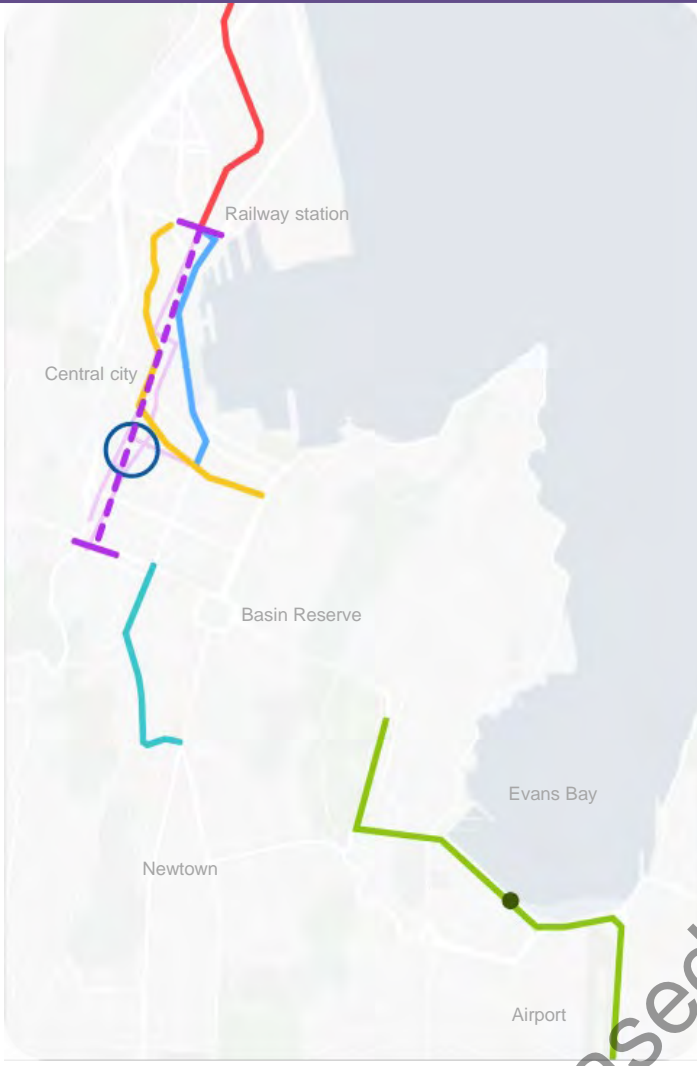
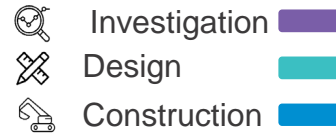


Key components

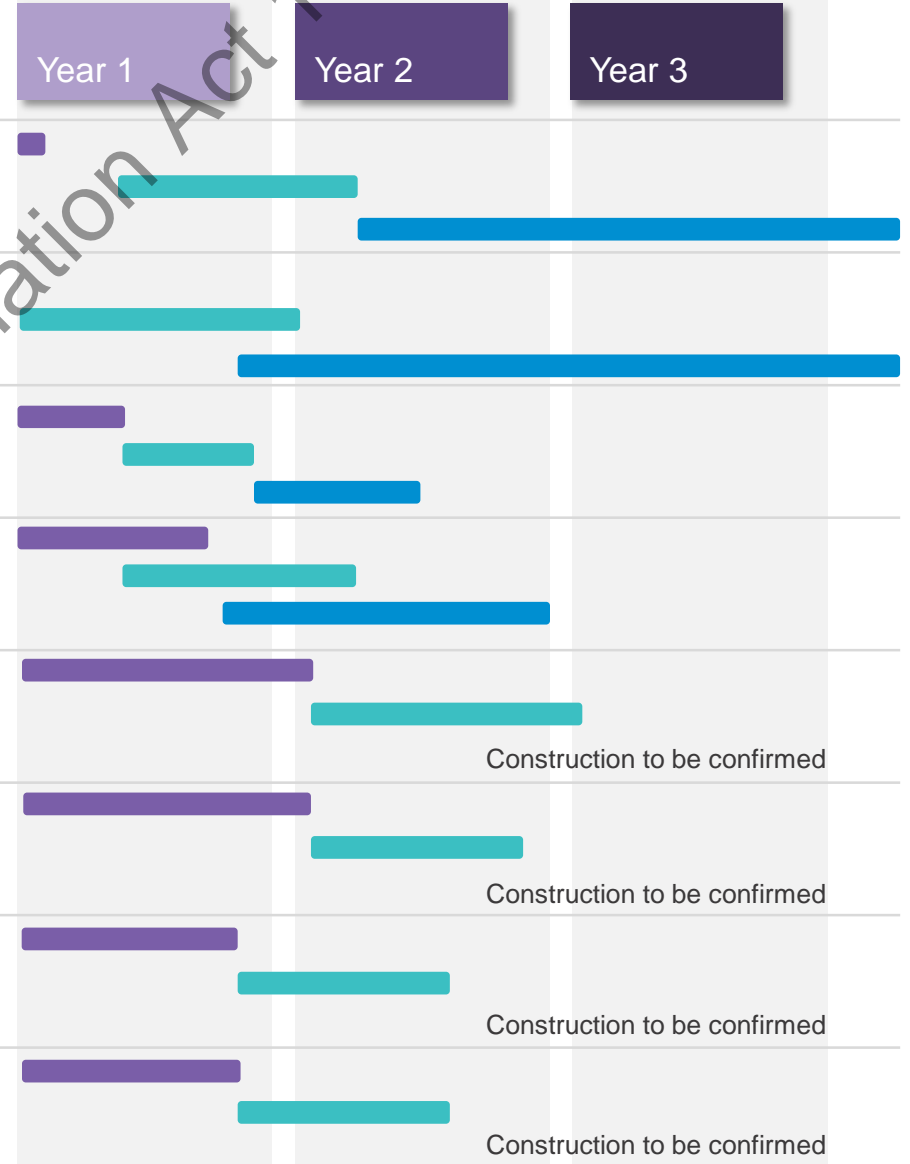
Example programmes



Priorities: next 3 years

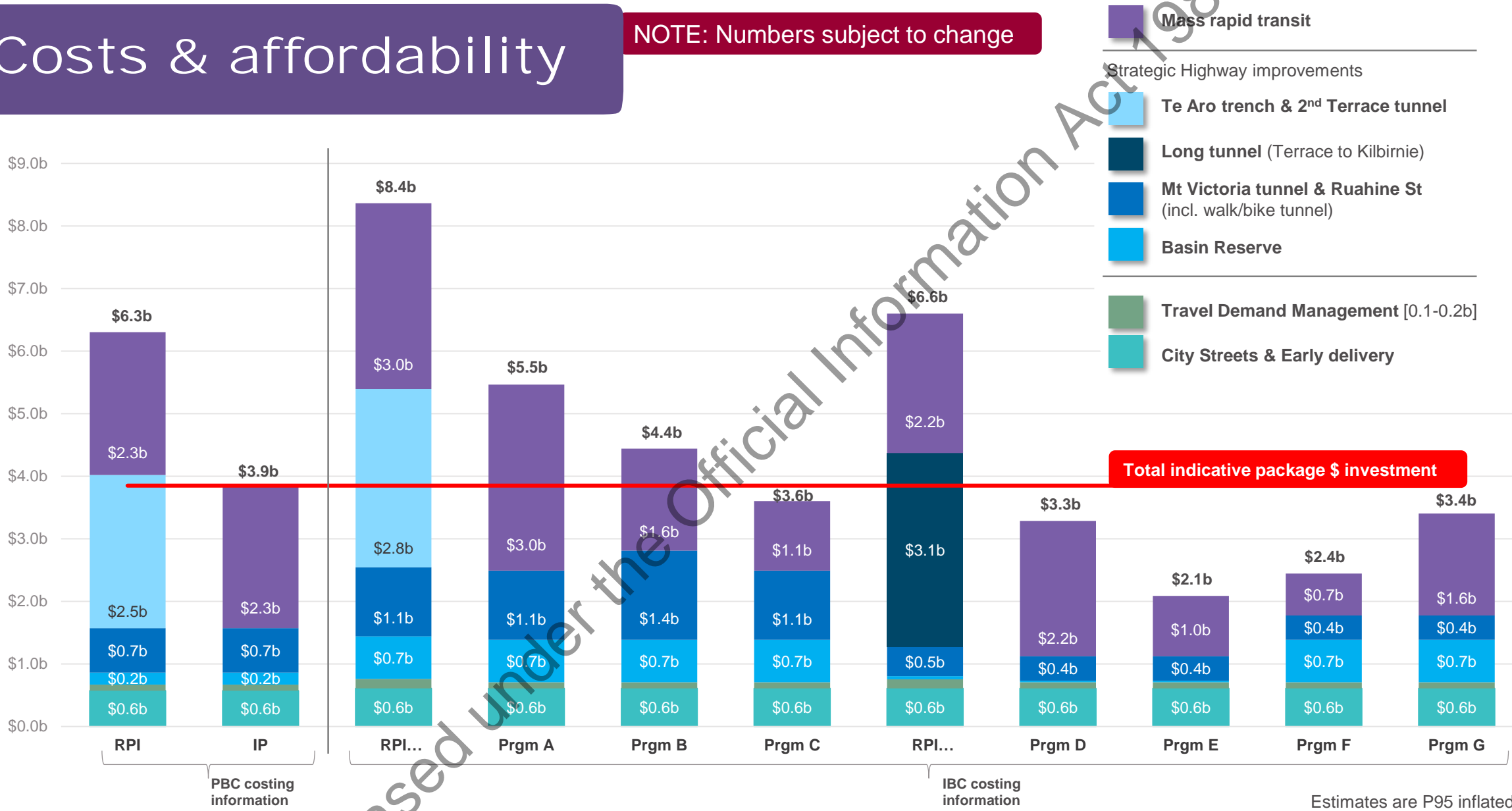


- Thorndon Quay/Hutt Road
- Golden Mile
- State Highway speeds & crossing
- Tactical improvements
- Second central city bus spine
- Central city north/south cycle corridor
- Victoria St / Willis St / Dixon St area
- Wallace Street to John Street



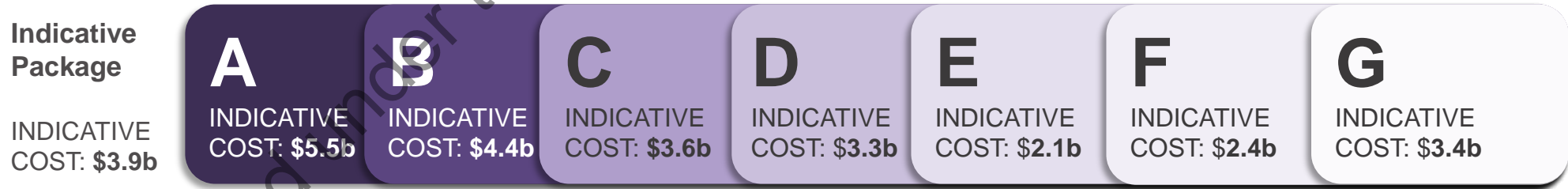
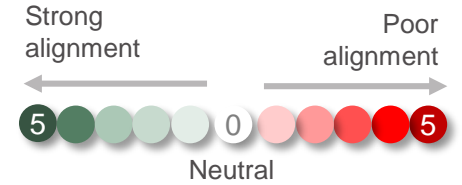
Costs & affordability

NOTE: Numbers subject to change



Estimates are P95 inflated

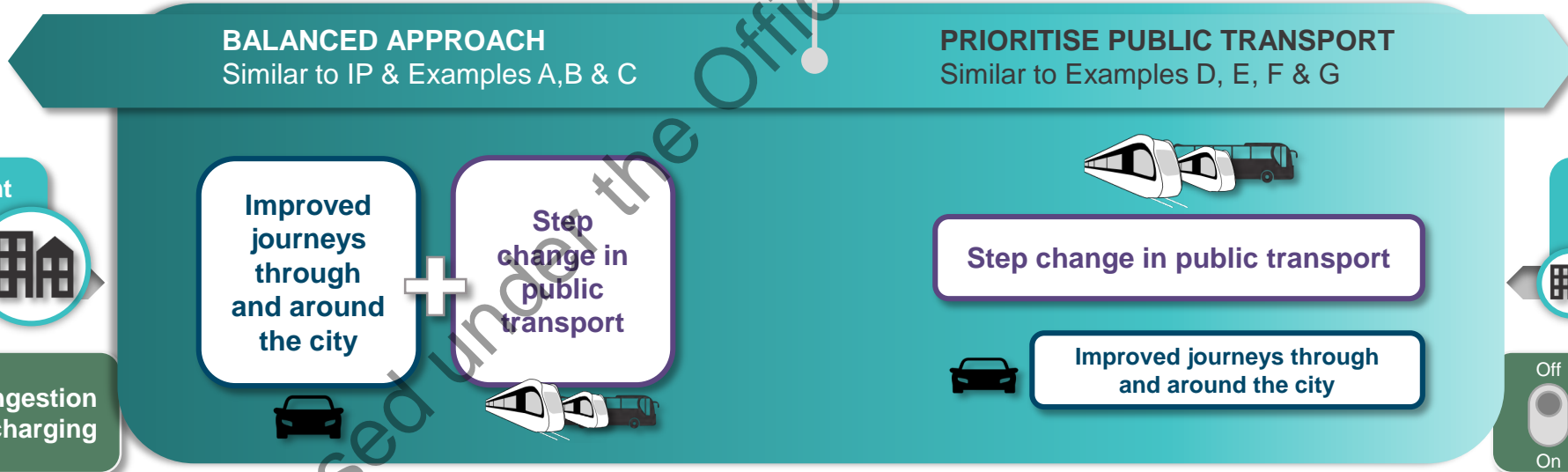
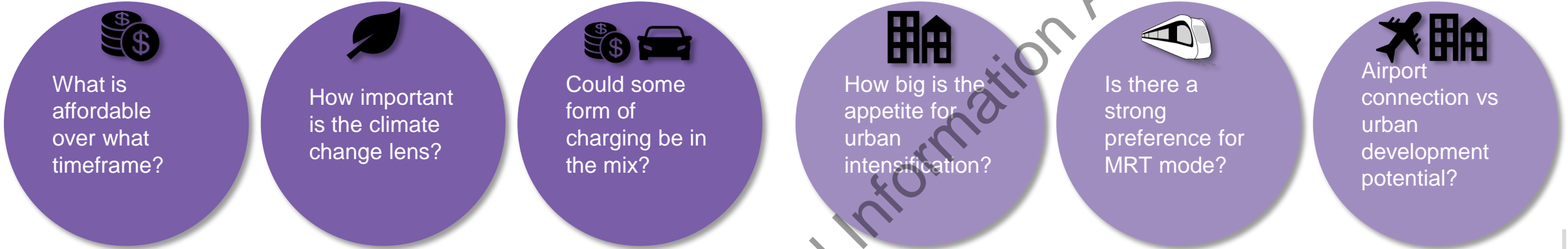
Comparing outcomes & deliverability



Estimates are P95 inflated

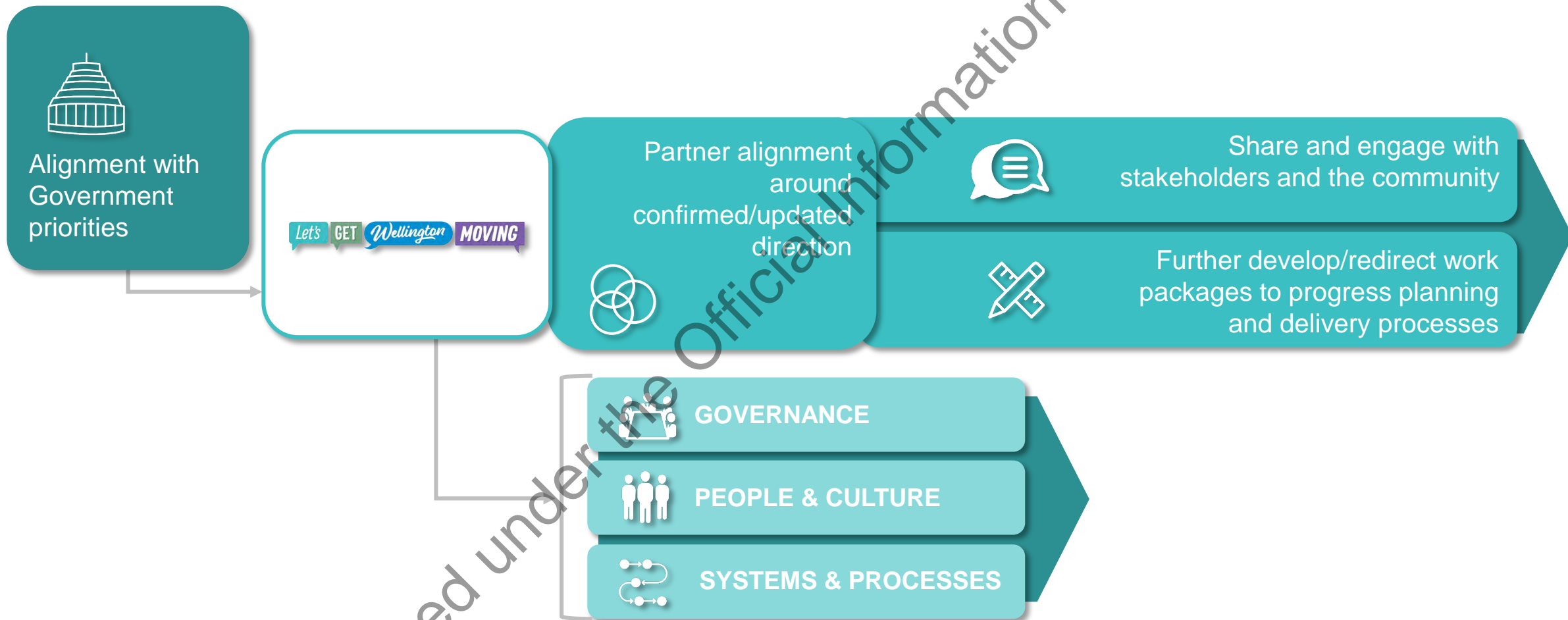
Discussion: priorities

MASS TRANSIT DISCUSSION POINTS



Next steps

To be updated following decisions on next steps for the Health Check



Let's GET
Wellington
MOVING



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