

Report 14.93
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Committee Regional Transport Committee
Author Fran Wilde, Chair Hearing Subcommittee

Recommendation of Wellington Public Transport Spine Options Hearing Subcommittee

1. Purpose

This report sets out the recommendations of the Wellington Public Transport Spine Options Hearing Subcommittee.

2. Process

The Wellington Public Transport Spine Options Hearing Subcommittee (the Subcommittee) was established by the Regional Transport Committee on 18 September 2013. Membership of the Subcommittee comprises Cr Fran Wilde - Greater Wellington Regional Council (Chair), Mayor Celia Wade-Brown - Wellington City Council, Mayor Nick Leggett - Porirua City Council, Mayor Wayne Guppy - Upper Hutt City Council, and Jenny Chetwynd - Regional Director, NZ Transport Agency.

The Subcommittee received a full hard copy of all written submissions as well as full copies of the reports on the feedback from the Wellington City Council and Greater Wellington Regional Council online citizen panels. A summary of the feedback received from submissions and the online citizen panel surveys was also provided to the Subcommittee.

The Subcommittee met on the 26 November and the 2 December 2013 to hear 43 oral submissions, and reconvened on 5 February and 21 February 2014 to discuss the issues raised in both the written and oral submissions through the hearings and to agree on their final report.

In preparing its report advice was sought and received from officers from Greater Wellington Regional Council, Wellington City Council and the NZ Transport Agency, as well as an independent technical advisor, Denis Leviny from Opus Australia.

3. Report

The report of the Subcommittee (**Attachment 1**) outlines the issues raised by submitters and the Subcommittee's consideration of those issues. This covers 20 key themes, as outlined in section 3 of the report. The report sets out a series of recommendations for the consideration of the Regional Transport Committee. These outline the recommended option and how it is proposed that this be implemented by the three partner agencies – Greater Wellington Regional Council, Wellington City Council, and the NZ Transport Agency.

4. Next Steps

A staged approach to the implementation of the recommended option has been proposed by the Subcommittee. It is anticipated that this will involve early implementation of Bus Priority measures (compatible with the recommended Bus Rapid Transit option) and a high priority given to protecting corridors and progressing the detailed design of dedicated public transport lanes along the core spine.

Further work on such issues as: network design, interchanges, vehicle specification and ticketing will also be required to inform the future implementation of the Bus Rapid Transit option. This will be incorporated into network planning and the services and vehicle procurement process underway as part of the recently introduced Public Transport Operating Model.

All three study partners (Wellington City Council, Greater Wellington Regional Council and NZ Transport Agency) will need to work closely together to progress the different aspects of the implementing the preferred public transport spine option in a coordinated way, and a strong governance and management structure will be central to the success of the implementation.

Funding for construction has not yet been allocated, and this will be a consideration as part of the forthcoming Long Term Plan and Regional Land Transport Plan processes. Funding from the National Land Transport Fund will require a robust business case to be prepared.

5. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

5.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance policy and decision-making guidelines. Officers recommend that the matter be considered to have medium significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

6. Communication

This is a significant milestone, and it is appropriate that the public is fully informed on the decision. The Subcommittee has released information on its

consideration and interim decisions. A media statement will be released following the decision of the Regional Transport Committee. This will be supplemented by proactively providing information to the public through the news media and electronic media.

All submitters will receive a written response to their submission.

7. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees to the recommendations of the Wellington Public Transport Spine Options Hearing Subcommittee as set out below:***

3.1. The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee:

- a. Notes that the Public Transport Spine development is an action arising out of the integrated multi-modal Ngauranga to Airport Corridor Plan and sits alongside improvements to the strategic road network and actions to encourage active modes.*
- b. Notes that the recommended option will be incorporated into a wider network planning exercise and procurement process that will result in a new integrated public transport network for Wellington City.*
- c. Confirms that the purpose of the Public Transport Spine is to support the efficient and effective operation of the wider public transport network by:*
 - i. Providing a dedicated central city corridor that enables reliable and improved journey times for all public transport service;*
 - ii. Providing an efficient, reliable and frequent connection between the central city and the southern and eastern suburbs;*
 - iii. Growing public transport mode share.*
- d. Notes that corridor options are constrained by the existing urban form and environment.*
- e. Agrees that the core spine corridor within which dedicated lanes and other priority measures should be applied runs from Wellington Railway Station along the Golden Mile¹, along Kent/Cambridge Terraces to the Basin Reserve, branching into two:*
 - i. Along Adelaide Road and Riddiford Street to the Regional Hospital, and*

¹ The Golden Mile runs along Lambton Quay, Willis Street, Manners Street, and Courtenay Place

- ii. *Through the duplicated SH1 Mt Victoria Tunnel and along Ruahine Street, Wellington Road and Kilbirnie Crescent to Kilbirnie town centre.*
 - f. *Agrees that Bus Rapid Transit is the preferred option for the Wellington public transport spine.*
 - g. *Agrees that a pathway should be planned to progress from Bus Priority through to Bus Rapid Transit, noting that there are opportunities to develop interim Bus Priority measures in the shorter term that are compatible with the longer term solution.*
 - h. *Notes that full implementation of Bus Rapid Transit will require corridor designation and protection, vehicle and service procurement and physical changes to the road corridor all of which can be sequenced in phases.*
 - i. *Agrees that designation and other protection mechanisms should be advanced over the entire corridor as a high priority in the short term.*
 - j. *Notes that further investigation will be carried out as a high priority to confirm whether a designation for additional bus lanes is required on Ruahine Street and Wellington Road.*
 - k. *Agrees that the initial priority for implementation should be the corridor through the Golden Mile and onto the Regional Hospital.*
 - l. *Agrees that an extension of the spine corridor through to the Wellington Airport should be future-proofed.*
 - m. *Notes that it is desirable for Bus Rapid Transit services to extend beyond the core spine to service destinations further afield, and that additional priority measures on these corridors would be advantageous.*
 - n. *Notes that the existing technology within the Real Time Information and SCATS systems, is able to facilitate assigned priority to public transport vehicles at signalised intersections.*
 - o. *Agrees that physical infrastructure along the core spine corridor should, where practical, be designed in a manner that does not prohibit the future transport development of the corridor, including for Light Rail Transit.*
 - p. *Notes that the next phase of the project will need to include further investigation of outstanding issues, detailed design of the corridors, network planning and design, vehicle specification and the development of a detailed business case.*
- 3.2. *The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee request Wellington City Council, Greater Wellington Regional Council and NZ Transport Agency to:*

- a. Continue collaborative working, through an agreed governance and joint project management structure to oversee the work programmes and specific actions identified.*
- b. Progress detailed planning and design of the Bus Rapid Transit option as a matter of urgency, to enable other related transport and urban design projects along the corridor to be progressed and to enable its implementation to be included in the Regional Land Transport Plan 2015-2021, with implementation works to be completed before the end of this period.*
- c. Provide appropriate priority for public transport vehicles at all intersections along the core spine corridor, taking into account the needs of other modes, including pedestrians, cyclists, general traffic, freight, emergency and service vehicles.*
- d. Progress detailed design for the core spine corridor from the Wellington Railway Station to the Regional Hospital as the high priority, including consideration of how any dedicated public transport lanes will be configured and taking into account the needs of pedestrians, cyclists, general traffic and service vehicles.*

3.3. The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee request Wellington City Council and Greater Wellington Regional Council to:

- a. Assess the suitability of the street environment and the requirements for new stop facilities for the proposed vehicle types, including any higher capacity vehicles, and to meet agreed standards for the Bus Rapid Transit system.*
- b. Assess the need for and, where required, design and implement, new or improved interchange facilities at key locations including Wellington Railway Station, Kilbirnie town centre and Wellington Regional Hospital.*
- c. Undertake further investigations into the best means to achieve the target of a maximum of 60 buses per hour per direction travelling along the Golden Mile spine corridor, including through a secondary route at peak periods, enhancing the capacity of the corridors at critical locations or more short-running peak services.*

3.4 The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee request Wellington City Council to:

- a. Reinforce the policy approach of aligning residential and economic growth at key nodes and along the Growth Spine with the planned public transport investment along the core spine corridor.*
- b. Review options to manage commuter parking provision in the central city to grow public transport mode share.*

3.5. The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee request Greater Wellington Regional Council to:

a. Investigate and procure suitable vehicles for a future Bus Rapid Transit system in a phased programme, including consideration of higher capacity vehicles and vehicle power sources that seek to minimise carbon emissions and air pollution.

b. Prioritise the implementation of integrated ticketing and investigate options for off-board ticketing through the Integrated Fares and Ticketing project.

3.6. The Wellington Public Transport Spine Options Hearings Subcommittee recommends that the Regional Transport Committee request NZ Transport Agency to:

a. Implement priority measures for buses as an integral component of the Basin Reserve and Mount Victoria Tunnel Duplication projects.

4. Notes that the next phase of the project will need to include further investigation of outstanding issues, detailed design of the corridors, network planning and design, vehicle specification and the development of a detailed business case.

5. Notes that it is intended that the implementation of the project be included as part of the Regional Land Transport Plan 2015-2021.

Report prepared by:

Fran Wilde

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Transport Spine Options
Hearing Subcommittee

Attachment 1: Report of the Wellington Public Transport Spine Options Hearing Subcommittee.