

Wellington PT Spine Study

Luke Troy

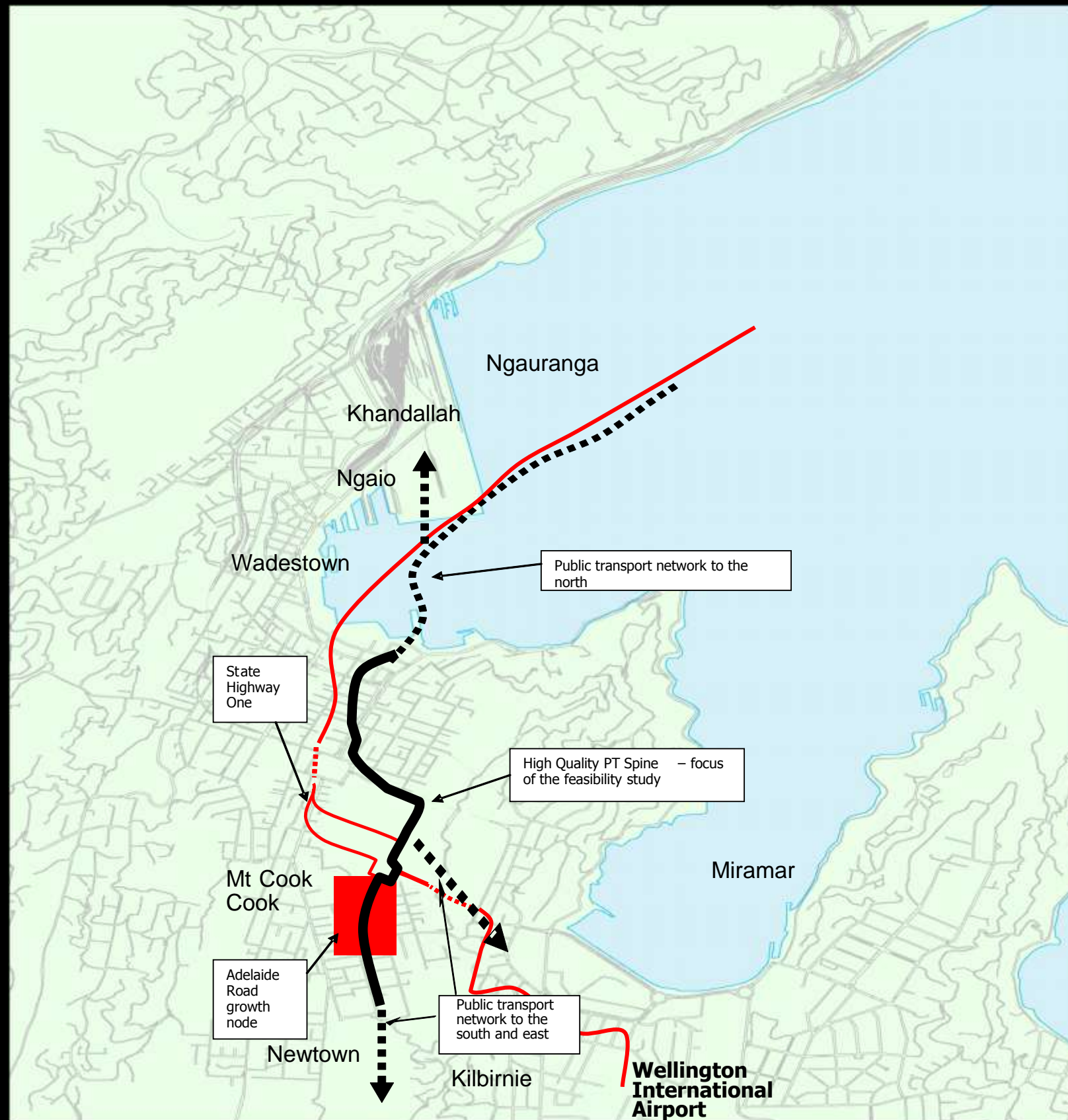


What are we doing?

- GW, WCC, NZTA study partners
- Feasibility study
- Looking at options for high quality PT spine
- Multiple modes (inc bus and light rail)
- Modelling (using PT model)
- Evaluation (business case, BCR, socio-economic, land use/value)

Geographic Focus

- Core focus Wellington Railway Station to Wellington Hospital
- possible connections to the north (ie Johnsonville) and south (ie Kilbirnie, Airport)



Timeframe

- Procurement (April 2011)
- Appoint (July 2011)
- Scoping Phase (July-Sept 2011)
- Targeted consultation
- International review
- Option specification, modelling, evaluation, costing
- Consultation
- Final Report (Dec 2012)

It's not a clean slate.....

\$ Commitments

- Passenger rail upgrades - \$550m
- Regional Rail Package - \$88m
- Bus fleet upgrade - \$5m
- Real-time info - \$6m

Strategy and Policy

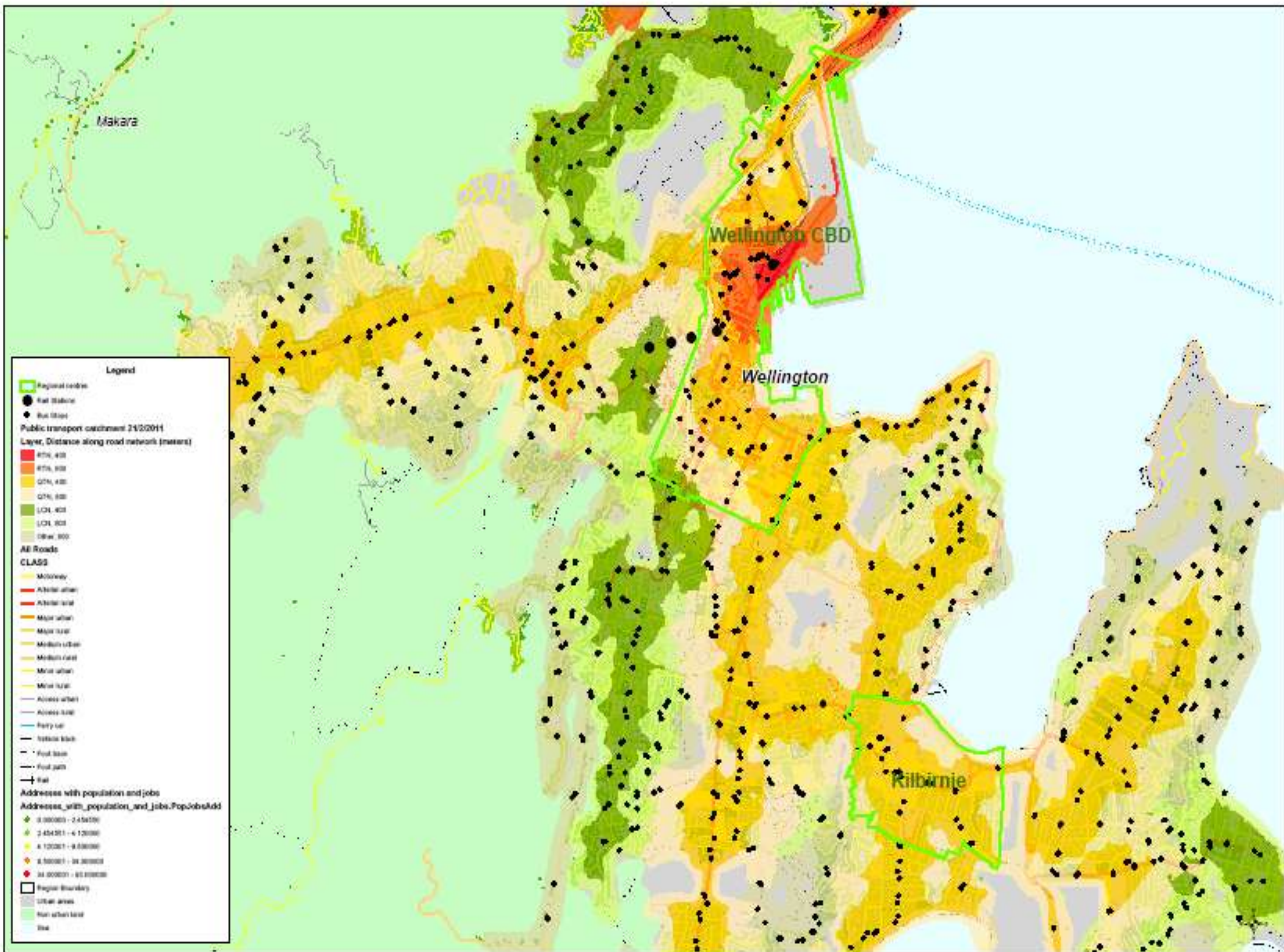
- RLTS/N2A Plan
- Regional Rail Plan
- RoNS
- PTOM
- Regional PT Plan

Context - RPTP

- Regional Public Transport Plan (draft)
- “Layered service approach”
 - Rapid Transit Network
 - Quality Transport Network
 - Local Connected Network
 - Targeted Services



Figure 5: The priority public transport network made up of the RTN and QTN



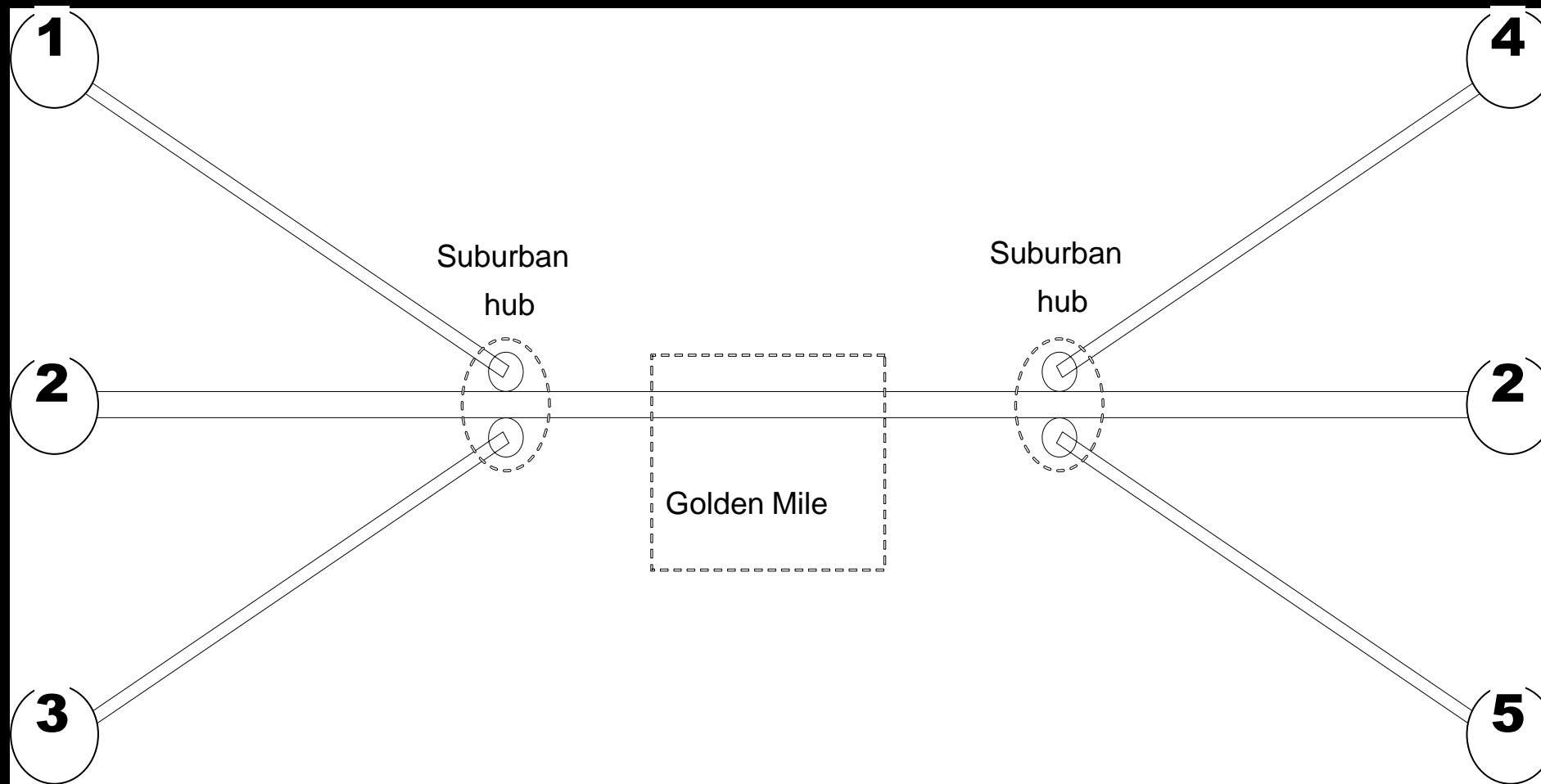
Context – N2A

- Ngauranga to Airport Corridor Plan (2008)
- 4 key elements
 - High quality PT spine
 - Accessible activity/shopping streets
 - Reliable bypass route for vehicles
 - Interconnected local streets, walking, cycling, PT networks

Context - WCBR

- Wellington City Bus Review (underway)
- Short-medium term operational improvements
- Issues:
 - Capacity in CBD (40% more passengers by 2026)
 - Inefficient services
 - Legibility and inconvenience

Suburban hubs model

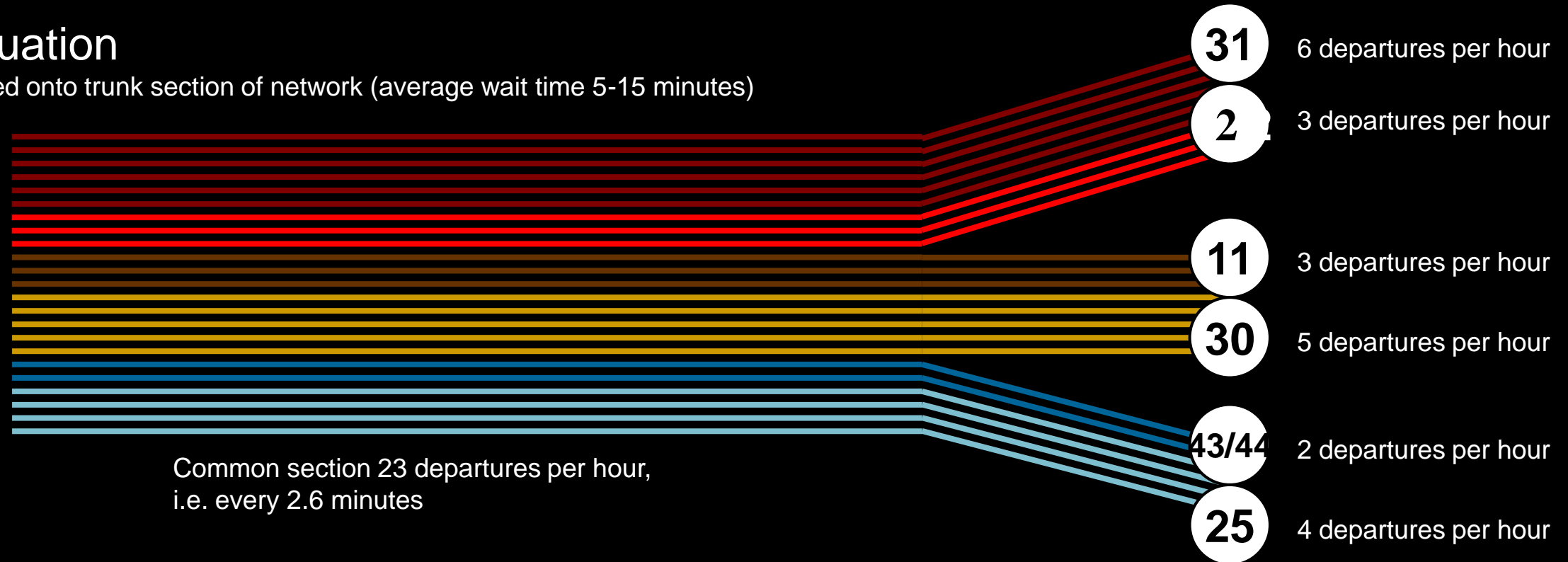


Fewer high frequency high capacity routes on key demand corridors

Miramar Peninsula – AM Peak Frequency

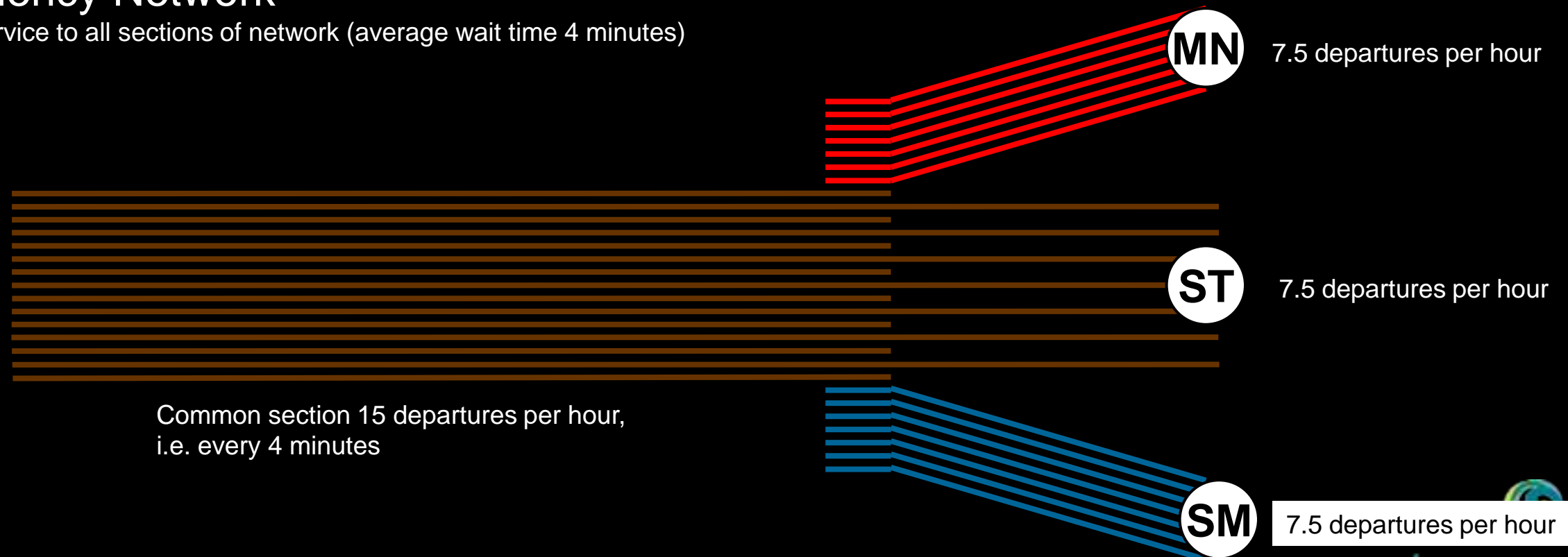
Existing Situation

Service concentrated onto trunk section of network (average wait time 5-15 minutes)



High Frequency Network

High frequency service to all sections of network (average wait time 4 minutes)



Are we dense enough?

- Population and employment density
- Which comes 1st – rapid transit or land use intensification?
- Is there a magic number – 60 dwellings/ha?
- Wellington City growth spine
 - growth spine = 22% pop increase (2001-06)
 - central city = 46% pop increase (2001-06) and a further 13,000 by 2051.

How could Wellington fund construction of rapid transit?

- Traditional model – gov subsidy + rates
- Alternatives:
 - PPP
 - TIF or value capture levy
- NZTA research/GW case study

So are buses or light rail the answer?

