



Early Improvements Summary

31 August 2018



1. INTRODUCTION

This note summarises the Early Improvements which are part of the Recommended Programme of Investment (RPI).

1.1. Principles and Rationale

Early Improvements are targeted at relatively low cost projects that can potentially be implemented within a three year timeframe, from when approval to commence is made and resources are available. Many of which are anticipated to provide significant benefits relative to their cost.

The Early Improvements comprise of 107 possible interventions which have been formed into 15 packages. The packages generally include integrated walking, cycling, public transport, efficiency and safety improvements, and are mostly grouped on a geographical basis.

The Early Improvements have been considered to the stage where, with sufficient willingness and resources, they can be developed and delivered within three years.

The Early Improvements align well with LGWM's strategic response. They give effect to the strategic approach:

Before doing anything else, we will:

- Find ways to get more out of the existing transport system and make it safer to use; and
- Encourage people to walk, use public transport, and cycle for more trips, and make fewer trips by car.

They do this by delivering on the six strategic interventions:

- Encourage Mode Shift to active and public transport
- Enable Mode Shift with key changes to walking, cycling and public transport infrastructure, and land use policies
- Create dedicated/priority routes to support key changes
- Reduce Road Space for general traffic on dedicated/priority routes
- Manage Network to limit increases in general traffic and operate the network safely and efficiently
- Relocate general traffic capacity away from the central city to an improved bypass route.

Please note that any Early Improvement programme this should be completed in conjunction with, or as part of, the delivery model work, and the programme/sequencing work currently underway – as these other work streams are inherently linked to the delivery of any Early Improvement programme of works.

2. METHODOLOGY

The Early Improvements were identified through officer workshops and from engagement feedback from stakeholders and the public. The project team reviewed a long list of over 180 items to confirm the problem or opportunity and each item's likely contribution to achieving the overall LGWM programme vision. A qualitative assessment was made considering:

- The LGWM objectives with an awareness of the emerging KPIs that underpin the objectives
- A requirement that the intervention could likely be delivered within three years
- The intervention was not strongly related to any major corridor works being considered in the RPI, or would not compromise the value of a key programme element (e.g. Basin Reserve).

3. RECOMMENDED EARLY IMPROVEMENTS

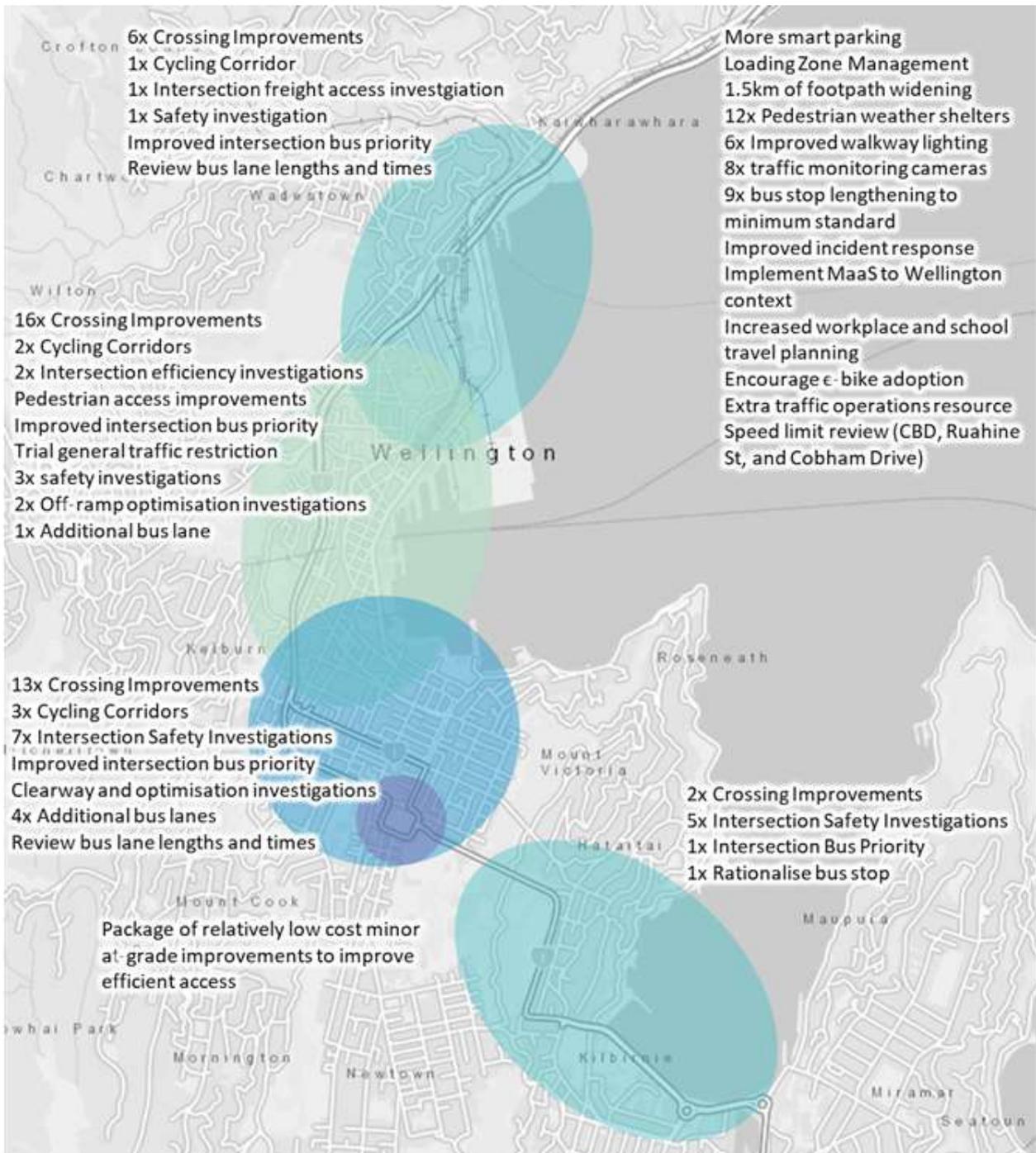


Figure 1 Broad locations of Early Improvements

The following table shows a summary of the recommended Early Improvements, packaged and prioritised for potential delivery, with the safety package first, followed by mostly geographically arranged multi-modal packages. The scoring, shown to the right of the table, shows the contribution of each package to the LGWM programme agreed investment objectives.

Package	Description	Investment Objectives						Trial	Showcase
		Liveability	Access	Multimodal	Safety	Resilience			
Setting Safer Speeds	Reducing speed limits on selected roads in the CBD and sections of SH1 east of Mt Vic	2	-1	1	3	0			
Featherston St	Corridor length improvements to walking and cycling priority, and provision of cycling facilities on Whitmore St	2	1	2	1	0	✓	✓	
Golden Mile	Bus priority enhancements, minor safety improvements, and trial restriction of general traffic on sections of northern Willis Street, southern Lambton Quay and Courtenay Place	2	1	2	1	0		✓	
Basin Reserve	Package of relatively low cost minor at-grade improvements to improve efficient access	0	3	1	1	0			
Thorndon-Hutt	Public transport and cycling priority along the corridor with integrated pedestrian improvements	1	1	1	2	0		✓	
Isolated Minor Improvements	Traffic signal and intersection enhancements, pedestrian crossing improvements and shelter and wayfinding enhancements, lengthening nine bus stops to meet minimum standard, further use of technology to improve management of on-street parking	1	1	1	1	1			
Operational Improvements	Improved signal operations, applying MaaS platform to Wellington context, improved incident management, enhancing existing TDM programmes	0	2	1	0	2			
Willis/Victoria	Corridor length improvements to walking and cycling priority	1	1	2	1	0		✓	
Karo / Vivian	Restrict parking on Vivian Street and minor efficiency improvements	0	2	1	1	0			
Dixon Street	Implementing cycling connections and pedestrian improvements	1	0	2	1	0	✓	✓	
SH1 East of Mt Vic	Pedestrian and cycle crossing signals on Cobham Drive, bus priority and minor intersection safety improvements (dependency with setting safer speeds)	1	0	1	2	0		✓	
Taranaki St	Trial cycling and bus priority improvements in advance of final corridor form	1	1	1	1	0	✓	✓	
Newtown	Review bus lane priorities	0	1	2	0	0		✓	
The Terrace	Pedestrian priority and crossing enhancements, Bowen Street bus lanes/clearways	1	-1	2	1	0			
Motorway Corridor	Minor efficiency and safety improvements	0	1	0	1	0			

Potential trial or showcase opportunities have been identified, but these need to be confirmed through the design process. Trial opportunities are temporary changes to street layouts to reimagine ways of utilising

space and showcase projects are those projects that allow shorter-term opportunities to demonstrate the step-change that will occur with larger projects in the recommended programme of investment.

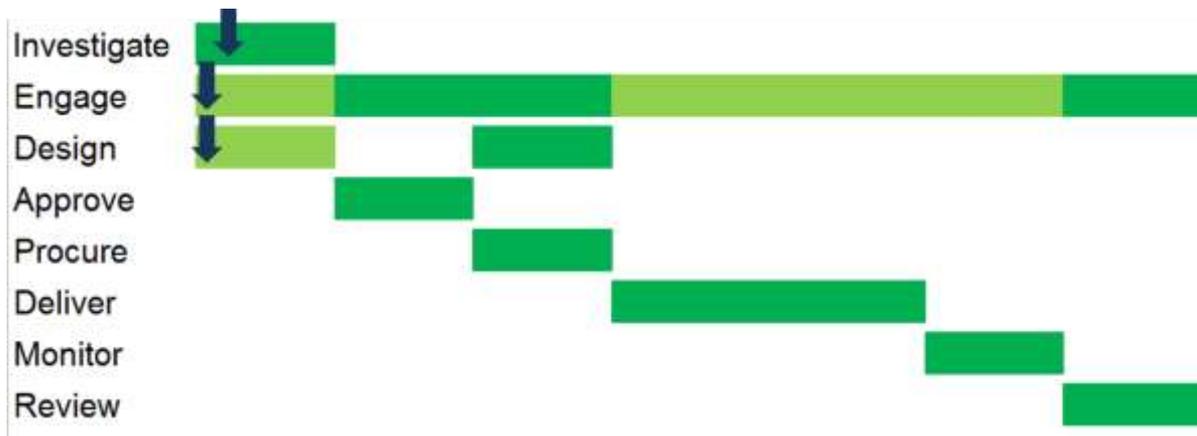
The estimate of cost of the Early Improvements is in the order of \$60- \$100m.

On-street parking changes associated with the Early Improvements are likely to be considerable and are included in the 1,100 – 1,300 on-street parking spaces reported elsewhere in the programme.

4. PROGRAMMING

It is possible to start implementing the Early Improvements in advance of the major infrastructure and system elements, because there a large number of smaller scale improvements to the system which can be delivered in a much shorter time scale. Delivering the Early Improvements would not delay any of the more major improvements if suitably resourced, planned and engaged on.

It should be noted that few of the potential intervention packages in the Early Improvements programme are well developed at this time, most are at initial concept stage only. The following diagram shows the broad steps involved in project delivery. The arrows indicate that we are not well advanced on the delivery pathway, so there is likely to be some 18 months of engagement, consultation and design work from the point of agreement to proceed, before a scheme ready for delivery.



If the full Early Improvements programme was to be delivered under business as usual (BAU) arrangements, they would fall to the partners as follows:

- WCC – 75 projects
- NZTA – 31 projects
- GWRC – 1 project

Legal advice confirms that WCC traffic resolution decisions cannot be delegated and all the significant interventions would trigger this requirement. However, we would like to investigate what options and possibilities we have available to us in terms of forming interim committee arrangements that can perform this function. Therefore the delivery mechanism requires particular consideration, and LGWM delivery options are the subject of another parallel work stream.

There are a number of relatively minor elements that could be started and finished under BAU if partners agree and existing resources (both human and financial) are redirected to undertake the work. Examples include:

- Additional network monitoring cameras;
- New pedestrian countdown timers;
- Changes to traffic lights along the Golden Mile to improve bus priority; and
- Increasing resources to ensure a proactive approach to traffic signal optimisation.

The speed limit reviews could be undertaken under BAU provided there was significant additional support with communications and engagement resources, and NZTA and WCC work collaboratively – as the project affects both the state highway and local road networks.

To enable the full Early Improvements to be realised within three years will require a dedicated team of designers, planners, engagement and communications experts. However, considering the scope of changes, it is more realistic to expect that development and delivery would be spread over a period longer than three years.

Under the current assessment the following five improvements are identified as the highest priority:

'Top Five' Early Improvements
Setting safer speed limits (central city and SH1 east of Mt Victoria)
At-grade Cobham Drive pedestrian and cycle crossing signals (possible once speed limits in the area are reduced)
Thorndon Quay and Hutt Road prioritising public transport, walking and cycling
Golden Mile public transport, walking and safety improvements, including the possibility of one or more demonstration projects
Very low cost, low impact projects (e.g. bus priority signals, pedestrian countdown displays).

5. NEXT STEPS

At the time of undertaking the early improvements investigations presented in this paper, LGWM had not decided on a recommended programme of investment. Now that work has been completed it is prudent to undertake a further re-assessment that considers the following expanded criteria:

- Will the intervention demonstrate and showcase the programme objectives?
- Will the intervention lead towards the behaviour change we are trying to encourage?
- Does the intervention support the more significant recommended programme of investment?
- Does the intervention need to be modified to take account of the more significant recommended programme of investment (the Basin Reserve package in an example of this)

It is recommended that further assessment is undertaken on this basis before deciding on the highest priority interventions.

In addition, it is essential that this should be completed in conjunction with, or as part of, the delivery model work, and the programme/sequencing work currently underway – as these other work streams are inherently linked to the delivery of any Early Improvement work programme.