

23 August 2022

Alex Voutratzis

By email: [REDACTED]

Tēnā koe Alex

Request for information 2022-112

I refer to your request for information dated 26 July 2022, which was received by Greater Wellington Regional Council (Greater Wellington) on 28 July 2022. You have requested the following:

“1. Looking at the wider Naenae town centre and accessibility to and from Naenae train station, did officials consider building an overpass from the train station to the town centre? If not, what were the reasons they chose not to progress this? Could this be a future option? Does GW believe that the existing station layout is appropriately designed for people with accessibility issues (i.e. use a wheelchair, crutches, walking sticks etc.)

2. What is the budget for the proposed Naenae train station upgrade?

3. Is there a program of works to improve the train stations along the Hutt Valley line, if, so what are the timeframes and the budget for each station?

4. TOD at Waterloo Station, is there more information (financial/conceptual e.g.) about the proposal available (if publicly available, can you please refer to which documents). Are GWRC and its development partners looking at TOD opportunities at other stations too, if so which ones?

5. All council briefings/papers etc. that discuss pricing at park and rides.”

Greater Wellington’s response follows:

Part One - *Looking at the wider Naenae town centre and accessibility to and from Naenae train station, did officials consider building an overpass from the train station to the town centre? If not, what were the reasons they chose not to progress this? Could this be a future option? Does GW believe that the existing station layout is appropriately designed for people with accessibility issues (i.e. use a wheelchair, crutches, walking sticks etc.)*

An overbridge to access Naenae Station has been considered in the past. It is extremely difficult and challenging to do, particularly with the location of the storage units by Naenae Station. The

vertical change in height is larger for an overbridge, rather than an underpass. This means the accessibility issues are generally harder to resolve with a bridge rather than a subway.

The subway renewal project currently underway is a first step, and we have committed to undertake a wider Naenae precinct access review in the future. The community issues with the existing subway are significant, and hence we have chosen to take all short-term practical steps now. An overbridge would be considered as part of the future wider Naenae precinct access review.

The current Naenae station layout is not appropriate from an accessibility point of view. Almost all stations across the Metlink network face the issue of ramp gradients that do not meet the modern standard. (Most of the ramp gradients are too steep as they are a 1 in 8 gradient, whereas the modern standard is a 1 in 12 gradient.) We are also concerned with the perception of safety, and customer experience issues with installing lifts in unmanned stations. We are still establishing the best means to resolve these issues.

Part Two - *What is the budget for the proposed Naenae train station upgrade?*

The initial budget allocated to the Naenae Station upgrade was approximately \$1,000,000.

Part Three - *Is there a program of works to improve the train stations along the Hutt Valley line, if so what are the timeframes and the budget for each station?*

Councillors recently endorsed a customer centric 30-year investment plan for Wellington's Regional Rail System. The Wellington Rail – Programme Business Case aims to address the issues you are raising to enable safe, accessible and customer friendly stations, with the ultimate objective of driving mode shift to Public Transport and reducing carbon emissions. However, the level of investment required to deliver the vision is significant, and we will need to obtain Crown support to ensure this vision is realised. Please refer to **Attachment One** Executive Summary of the Wellington Rail Strategic Rail Plan – Programme Business Case.

Part Four - *TOD at Waterloo Station, is there more information (financial/conceptual e.g.) about the proposal available (if publicly available, can you please refer to which documents). Are GWRC and its development partners looking at TOD opportunities at other stations too, if so which ones?*

Greater Wellington is still in the early stages of looking at Transit Oriented Development (TOD) at Waterloo Station. Currently we are focusing on Waterloo Station and not looking at other stations for potential TOD.

The following documents on the Waterloo TOD proposal are attached:

- **Attachment Two:** Initiating Transit Oriented Development in the Wellington Region – Report to Transport Committee, 25 November 2021
- **Attachment Three:** TOD Waterloo CDO workshop – workshop with Greater Wellington, Hutt City Council and Kāinga Ora subject matter experts, March 2022

- **Attachment Four:** Waterloo Concept Study Project Summary – brief for internal staff, January 2022
- **Attachment Five:** Transit Oriented Developments – workshop with Greater Wellington Councillors, August 2022
- **Attachment Six:** Project Summary Waterloo Phase I – brief to external partners, January 2022
- **Attachment Seven:** Mana Whenua Brief Waterloo Phase I – brief to Te Atiawa, March 2022
- **Attachment Eight:** Item 1 TOD Waterloo design workshop – workshop with Greater Wellington Councillors, March 2022
- **Attachment Nine:** Design brief Waterloo Phase I – brief to Willis Bond, January 2022

Part Five - *All council briefings/papers etc. that discuss pricing at park and rides*

The Smarter Connections Strategy in the Wellington Regional Public Transport Plan 2021 (RPTP) includes our strategy for Park and Ride and includes reference to demand management. The RPTP is available on our website here: <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/plans-and-reports/transport-plans/wellington-regional-public-transport-plan-2021/> Page 58 of the RPTP outlines future options for how to proactively manage demand for Park and Ride, including pricing.

The development of this Strategy commenced in 2018 when we commissioned MRCagney to provide input into a Park and Ride Strategy for the Wellington Region. The aim of this was to guide how Greater Wellington invests in and manages Park and Ride over the next 30 years. The technical notes are available here:

- [Technical note 1 – Why invest in Park and Ride](#)
- [Technical note 2 – When is Park and Ride the most appropriate intervention](#)
- [Technical note 3 – Where should Park and Ride investment occur](#)
- [Technical note 4 – How should Park and Ride be managed and designed](#)

Two workshops were held with Councillors during the development of these technical notes. The material from those workshops are included:

- **Attachment Ten:** PnR Strategy April 2018 workshop
- **Attachment 11:** PnR Strategy November 2018 workshop.

There was a further workshop with Councillors when the PnR strategy/technical notes were being incorporated into the Smarter Connections Strategy as part of the RPTP. The material from that workshop is included as **Attachment 12: Smarter Connections**.

Additional Information

In relation to accessibility, we note that the pedestrian bridge recently installed at the Manor Park station has compliant ramp gradients and flat rest areas, however the accessible community still do not see this bridge as accessible. We have been informed that the level of endurance you need to navigate the long ramps up and back down is exhausting.

Metlink has recently adopted an Accessibility Charter which guides us in our work to make the public transport network more accessible for disabled people. The Accessibility Charter was written in consultation with members of the disabled community and is available on our website here:

- <https://www.metlink.org.nz/getting-started/accessibility-guide/metlink-accessibility/>

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests, where practicable. Our response to your request will be published shortly on Greater Wellington's website. Whilst it is Greater Wellington's standard practice to remove the name and contact details of a requestor in a response released proactively, as you are a candidate for Greater Wellington's 2022 elections, we will publish this response to the Greater Wellington website without your name redacted.

Nāku iti noa, nā



Samantha Gain
Kaiwhakahaere Matua Metlink | General Manager Metlink

WELLINGTON RAIL PROGRAMME BUSINESS CASE

WELLINGTON'S STRATEGIC RAIL PLAN

June 2022



Executive Summary

This Wellington Rail Programme Business Case (PBC) has been prepared by Stantec New Zealand and Greater Wellington Regional Council (GWRC) in collaboration with KiwiRail, Transdev New Zealand (GWRC's current rail service operator), and Waka Kotahi New Zealand Transport Agency (Waka Kotahi). It replaces the Wellington Regional Rail Plan and sets out a new customer-driven strategic plan for the region's rail system for the next 30 years, outlining what is required beyond current investment to help drive the region's economic development and social wellbeing in an environmentally and socially sustainable and resilient manner. It covers the passenger services and infrastructure needed to deliver a modern transit system, and the network infrastructure required to support this system while also enabling a growing freight operation, both within the region and linking into the neighbouring Horizons Region. The PBC thus provides the investment pathway needed to achieve the long-term vision of the New Zealand Rail Plan in the region.

Background

Rail is a critical component of Wellington's transport system. It forms the backbone of GWRC's extensive Metlink network of public transport services north of the Wellington CBD, where three quarters of region's population lives, and it provides a crucial link to the region and between the North and South islands, which is strategically important to the national transport system.

Metlink rail services radiate out over four key lines – the Johnsonville, Kāpiti, Wairarapa and Hutt lines – as well as the short Melling branch, which are collectively known as the Wellington metro rail network. The network has been electrified and emission-free since 1955 (aside from Wairarapa services), contributing strongly to the region's position as the least carbon-emitting. The 400,000 residents of the rail service area have access to 2,250 Metlink rail services in a typical week, and customers made 14.32 million trips in the year prior to the COVID-19 pandemic, when peak services were close to capacity. This patronage was more than 20 per cent higher than a decade earlier, a growth rate double that of population, with the extra growth reflecting a strong customer response to improvements to infrastructure, rolling stock, and services. The 42,000 daily peak trips accounted for over 40 per cent of peak trips from the north and around 20 per cent of all peak trips into the Wellington CBD.

KiwiRail's freight and passenger services also use the network – more than one hundred freight trains and sixteen inter-regional passenger trains in a typical week. The Kāpiti Line has a prominent role as the southern end of the North Island Main Trunk (NIMT) railway from Auckland, with freight services connecting most parts of the North Island to local industry, international shipping, and the South Island via the interisland ferry connection. The tourist-focused Northern Explorer from Auckland and the weekday peak Capital Connection (Manawatū Line) commuter service from Palmerston North also use that line. The Hutt and Wairarapa lines connect forestry-related freight traffic from Wairarapa to the port and provide access to KiwiRail's primary engineering facility at Gracefield.

Rail sits outside of the Let's Get Wellington Moving (LGWM) programme, as do all other transport system elements north of Ngauranga Gorge, which lies just to the north of the Wellington CBD. LGWM will provide mass transit to the south and east of Wellington City, which will complement the rail system that makes up the rapid transit system to the north, and interface with it at Wellington Station to enhance cross-region travel options and support mode shift. The success of two programmes is consequently interlinked.

Growth Context

The region's rail system will need to respond to significant population growth over the coming decades. The 2021 Wellington Regional Growth Framework (RGF), a spatial plan developed by central government, local government, and iwi stakeholders, anticipates that the Wellington-Horowhenua region will need to accommodate an additional 200,000 people, a 35 per cent increase, and 100,000 jobs in the next 30 years. Three quarters of this growth is expected to occur to the north, along the eastern and western growth corridors that follow the primary rail corridors as shown in Figure 1. A substantial proportion of this growth is expected to occur in areas of the region with longer rail journey times, reflecting land cost and availability and recent improvements to the road link between Wellington and the Kāpiti and Horowhenua districts.

The RGF identifies the Metlink rail service as a key enabler of the growth to the north. It envisages intensification around railway stations and improved connections to stations to enable much of the additional transport demand associated with the expected growth to be borne by rail. Intensification around railway stations (as rapid transit stops) is required by the National Policy Statement on Urban Development (NPS-UD). The RGF recognises that rail capacity upgrades will be necessary to enable and meet this demand.

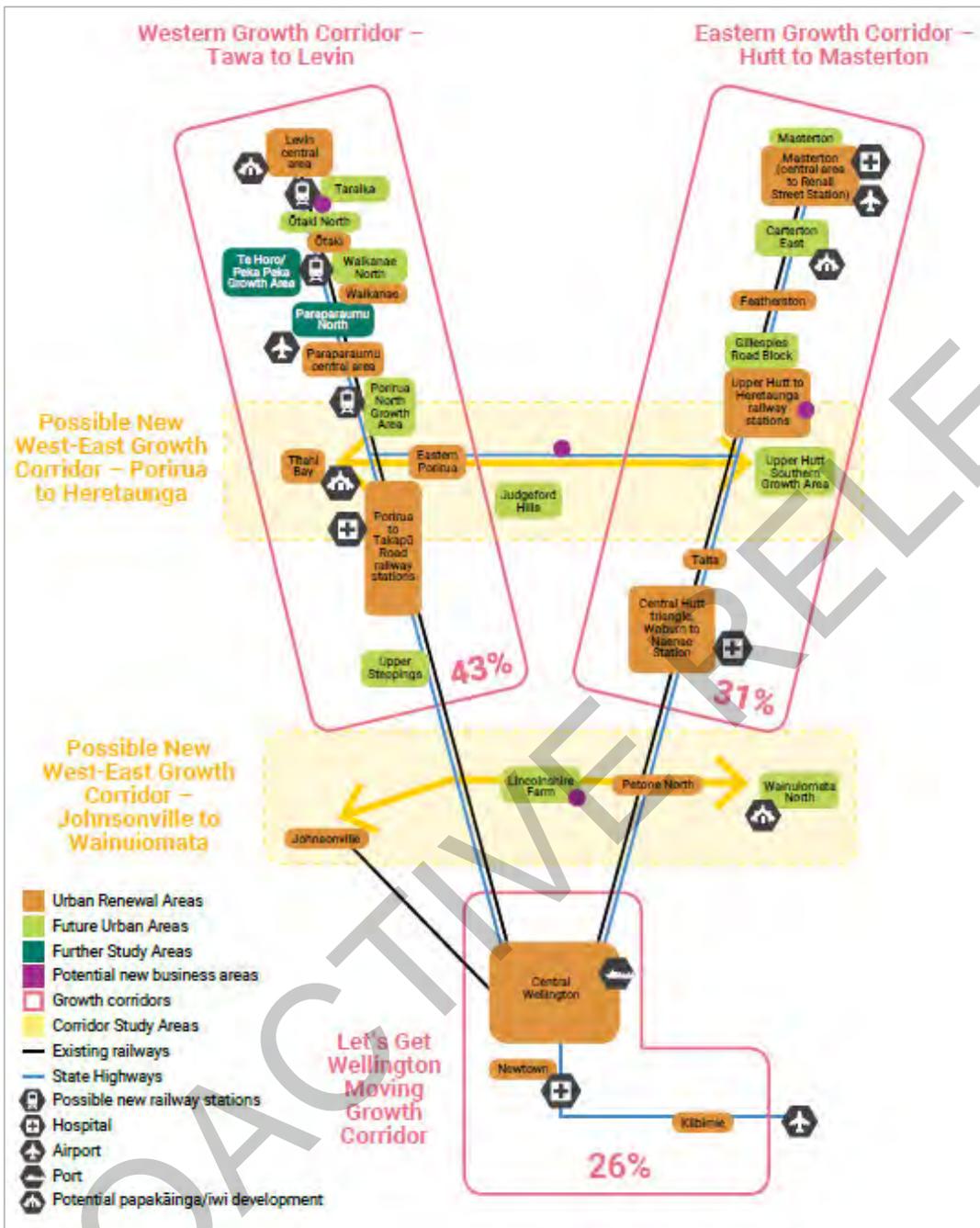


Figure 1: RGF growth corridors

Environmental Context

The region's rail system will need to respond to significant mode shift requirements over the coming decades, reflecting regional and national targets. At the regional level, the 2021 Wellington Regional Land Transport Plan (RLTP) seeks to increase active and public transport mode share by 40 per cent and reduce carbon emissions by 35 per cent by 2030. At the national level, the Climate Change Commission's 2021 Ināia Tōnu Nei demonstration path requires an even greater level of uptake, assuming a 60 per cent increase in the distance travelled by public transport in Wellington by 2030. The 2022 Emission Reductions Plan, Te Hau Mārohi Ki Anamata, includes a key action to reduce reliance on cars by improving the reach, frequency, and quality of public transport, including service and infrastructure improvements in Wellington. An associated target aims to reduce total kilometres travelled by the light vehicle fleet by 20 per cent by 2035 through improved urban form and providing better travel options in the largest cities. These targets reflect the national net zero emissions by 2050 target set by the 2019 Climate Change Response (Zero Carbon) Amendment Act.

Rail is the rapid transit option for most of the region's residents. The above mode shift targets require substantial increases in rail patronage on top of population-related patronage growth. The rail system will consequently need to be

attractive and convenient to use and have sufficient capacity to both encourage residents to forego private vehicle for most of their trips and comfortably accommodate them when they switch modes. The 2020 Wellington Regional Mode Shift Plan, developed by Waka Kotahi and endorsed by the Regional Transport Committee, therefore supports increased development density near railway stations and improved rail safety, capacity, infrastructure, and service levels to meet the regional targets. The RLTP also includes an investment priority to build rail capacity and reliability, and it prioritises five significant rail projects within the current investment programme, which are included in most programme options within this PBC.

Need for Investment

Stakeholders have identified three fundamental problems that need to be addressed through investment in the region's rail system. These are:

- Inconsistent customer journey experience and limited rail system capacity result in the network being unable to meet mode share targets, which prevent achievement of growth and environmental obligations
- Current infrastructure is not capable of safely accommodating additional trains, restricting the options available to accommodate future demand
- The condition and configuration of the rail network makes it vulnerable to service disruptions, which has a flow on impact onto the wider transport system.

The supporting evidence for Problem 1 confirms that declining levels of service linked to constrained capacity and strong patronage growth, along with variable and often poor station connectivity and amenity, will deter many potential customers and in turn limit the mode share that can be achieved. Capacity in this situation relates to both on-train capacity and rail network infrastructure capacity. It includes major physical bottlenecks at several key locations, and network-wide limitations such as traction power supply, which restrict the number and size of trains that can operate through the network to just above the current level.

Problem 2 evidence confirms that the antiquated signalling system that governs train movement, and the risk of collisions at multiple pedestrian and vehicle level crossings, limits the effective frequency that can be safely provided to customers to relatively low levels. It also recognises the potentially major safety impact of the failure of infrastructure such as track and slopes. Any of these elements could result in a crash or derailment, which could cause significant casualties and lead to a reduction or complete suspension of passenger services by the regulator.

Problem 3 evidence confirms that service reliability is (and increasingly will be) inhibited by the failure of aging network infrastructure and its proximity to natural hazards that are susceptible to weather-related failure and climate impacts. It also demonstrates that the network lacks operational resilience and is consequently vulnerable to operational events that hinder operations such as freight train derailments. Service delay and suspension deter customers, and major rail disruptions have compounded to cause significant and wide-ranging delay across the region's road network over the last decade.

The problems are weighted equally since they are interdependent. Fixing only one or two problems would have limited impact and prevent the rail system from achieving the benefits sought and the expanded role required by regional and national policies. The short timeframes associated with the mode share targets and the long lead times associated with rail infrastructure place considerable urgency on any response to the problems.

Investment Benefits and Objectives

Stakeholders have identified the following benefits of addressing the problems:

- Improved environmental outcomes (15 per cent of the overall benefit), supported by carbon emission and mode share measures
- Enable regional growth through improved access to economic and social opportunities (30 per cent of the overall benefit), supported by passenger capacity and freight path measures
- Improved customer experience (15 per cent of the overall benefit), supported by frequency, customer satisfaction, and punctuality measures
- Improved transport system resilience (20 per cent of the overall benefit), supported by system impact-related measures
- A safer rail system (20 per cent of the overall benefit), supported by safety incident and perception measures.

The investment objectives for this PBC were derived from the problems and benefits. They seek to deliver a rail system that:

- Provides capacity that supports access and growth (20 per cent of the overall objective)
- Is attractive and easy to use (25 per cent overall objective)
- Improves safety for all (20 per cent overall objective)

- Is adaptable to disruptions (20 per cent overall objective)
- Supports a sustainable future (15 per cent overall objective).

The investment objectives align strongly with all five of the enduring outcomes within the Ministry of Transport's (MOT) Transport Outcomes Framework: inclusive access, economic prosperity, healthy and safe people, resilience and security, and environmental sustainability. Each objective is supported by specific and timebound benefit KPIs. Overall success will be measured using an overarching success factor of increased rail passenger and freight use.

Option Development

A long list of nearly two hundred potential interventions expected to respond to the problems and help to achieve the investment objectives was developed with stakeholders in an 'all ideas welcome' environment through a series of meetings and workshops early in the option development phase of the PBC. Duplicates, specific minor works, business-as-usual, interventions considered not to contribute to an investment objective or enable an objective, and those that were out of scope were excluded at the early assessment stage. Interventions that remained following the early assessment were organised into the eight rail system investment programmes outlined in Table 1. All, other than the Do-Nothing and Do-Minimum programmes, sought to address all key problem areas, although each had a different focus and addressed each problem area to a greater or lesser extent or over a shorter or longer timeframe.

Table 1: Programme long list

Programme	Summary
Do-Nothing	Manage rail system decline while prioritising other modes. Lowest direct cost, but highest transport system and environmental cost.
Do-Minimum	Maintain a basic rail system while focusing investment on other modes. Low direct cost but high transport system and environmental cost.
Minor Improvements	Demand management with a focus on low-cost improvements to reliability, safety, and resilience. Lower cost but high transport system and environmental cost.
Moderate Improvements	Demand management with a focus on improvements to reliability, safety, and resilience, moderate capacity uplift, and station improvements. Moderate direct cost but still sizeable transport system and environmental cost.
Train Size Focus	Focus on maximising train size while holding frequency in the medium term to boost capacity while delaying the need to invest in infrastructure. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Frequency Focus	Focus on maximising frequency, particularly during peak periods, before later increasing train size as needed. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Mixed Focus	Balance train size and frequency, by pragmatically increasing train size first where frequency is difficult to enable, and frequency first where it is easier to implement. Supported by a wide range of reliability, safety, resilience, and customer-focused improvements. Higher direct cost but lower transport system and environmental cost.
Drive Mode Shift	Remove all barriers to a high frequency, reliable, and comfortable passenger rail experience, and accelerate network capacity improvements, to drive mode shift within the required horizon. Supported by a wide range of safety, resilience, and customer-focused improvements. Highest direct cost but lowest transport system and environmental cost.

Long List Assessment

The programmes were evaluated using a two-stage process. Long list programmes were firstly outlined at a high-level, then assessed by stakeholders against the five investment objectives and five other criteria using multi-criteria analysis (MCA), with the Do-Minimum option as the baseline for comparison. The results were sensitivity tested using eleven weighting systems.

The long list assessment showed that the Drive Mode Shift programme consistently ranked as the best programme, with the best or equal-best score across most criteria (including all investment objectives) and most sensitivity tests, although it was the poorest scoring option against the deliverability and affordability criteria and sensitivity tests. The Mixed Focus programme scored similarly and generally in second place behind the Drive Mode Shift programme but was much better performing against the deliverability and affordability criteria and sensitivity tests. These programmes were taken forward to the short list as the best scoring programmes.

The Moderate Improvements programme was selected to take forward to the short list as a more deliverable and affordable alternative. It provided the best balance between deliverability and affordability criteria, and the investment objective, outcome, and policy-focused criteria. It can be regarded as a 'middling' option with neither significant advantages nor disadvantages, although it would only partially realise the investment objectives.

The Train Size Focus and Frequency Focus programmes scored well, but did not offer the same investment objective, outcome, and policy-focused advantages as the Drive Mode Shift and Mixed Focus programmes, or the deliverability and affordability advantages of the Moderate Improvements programme. These were consequently discounted, along with the Do-Nothing, Do-Minimum, and Minor Improvements programmes, which scored poorly against the investment objective, outcome, and policy-focused criteria. The Do-Minimum programme was carried forward for comparison purposes only.

Short List Assessment

The three shortlisted programmes were further developed once identified, to define critical aspects, identify next steps and bundling, better define cost estimates, better understand timeframes, better understand operational issues, undertake more detailed patronage forecasting, and undertake initial economic analyses based on early-estimate benefits and costs. Table 2 provides the results of the initial economic analyses, showing that all three programmes would provide a positive return on investment, with the Drive Mode Shift programme offering the best potential value in terms of its positive mid and upper range incremental benefit cost ratio (BCR) and net present value (NPV), despite having the highest cost.

Table 2: Shortlisted programme value (60-year evaluation period)

	Benefit (\$m)	Cost (\$m)	Inc Benefit (\$m)	Inc Cost (\$m)	BCR	Inc BCR	NPV (\$m)
Moderate Improvements	\$1,780 - \$2,200	\$1,000	-	-	1.8 - 2.2	-	\$780 - \$1,200
Mixed Focus	\$2,450 - \$3,360	\$2,080	\$670 - \$1,160	\$1,080	1.2 - 1.6	0.6 - 1.1	\$370 - \$1,280
Drive Mode Shift	\$4,080 - \$5,890	\$3,820	\$1,630 - \$2,530	\$1,740	1.1 - 1.5	0.9 - 1.5	\$260 - \$2,070

The developed short list programmes were then reassessed by stakeholders through a second MCA process using an expanded scoring framework and the following wider set of criteria:

- the five investment objectives and overarching success factor (increased rail usage)
- two policy alignment criteria: national policies, and regional policies and investment
- six deliverability and wider outcomes criteria: funding availability, construction/engineering difficulty, consenting degree of difficulty, programme impacts from delays, economic impacts, and impacts to services during construction.

The status quo situation was used as the baseline for comparison. Results were sensitivity tested using three workshop and eleven other weightings, which emphasised specific criteria or criteria groupings, with the highest workshop priorities being given to the overarching success factor, economic outcomes, and improved safety.

The short list assessment reconfirmed the findings of previous assessment, finding the Drive Mode Shift programme to be the best programme, having the best or equal-best score across most criteria, including all investment objectives, the critical success factor, and the policy alignment criteria. Other than the Do-Minimum, it was the poorest scoring option against the deliverability and wider outcomes criteria, except for economic outcomes, reflecting the challenge of delivering a large programme of works quickly to meet mode shift requirements. It ranked as the first-choice option in most sensitivity tests, including all workshop tests.

The Mixed Focus programme generally ranked second to the Drive Mode Shift programme, again with a similar pattern to the previous assessment. Critically, it was well behind against the capacity and attractiveness investment objectives since it would deliver on these much later than the Drive Mode Shift programme. In contrast, it performed much better against the deliverability and wider outcomes criteria, mostly due to this delayed delivery. It ranked as the second-choice option in most sensitivity tests.

The Moderate Improvements programme again provided the best balance between the objective and policy focused criteria and the deliverability-focused criteria. It again offered neither significant advantages nor disadvantages, although it would only partially realise the investment objectives and would not support significant growth or mode shift in the short or medium term. It ranked as the third-choice option in most sensitivity tests, only coming first in the consenting focus test, reflecting its minimal infrastructure investment in the short and medium terms.

The Drive Mode Shift programme was selected as the best programme to take forward as the preferred programme based on the above assessments and conclusions.

Preferred Programme

The preferred programme delivers a 'fit for purpose', resilient, and safe rail system, enhances customer experience to encourage mode shift, and supports this with the capacity needed to meet and drive highest rail patronage growth, by providing:

- Highly connected stations in communities where people work, live, play and learn
- Accommodating stations that make any wait both pleasant and productive
- Frequent services that are faster and more convenient than by car
- Reliable services that recover quickly from disruption
- Links that facilitate convenient connections for national freight customers
- Infrastructure and safety systems that enable transport without undue conflict.

The programme includes a wide range of improvements, key elements of which are summarised in Figure 2, including:

- Station access improvements to make active and public transport more attractive as access modes, which will support first and last mile accessibility, reduce the reliance on private vehicle and park and ride in line with zero carbon objectives, and support intensification near stations as envisaged by the RGF and NPS-UD.
- Improvements to all aspects of station amenity across the network, including to accessibility, shelter, and information, which will ensure that accessibility obligations to disabled customers are met, that the waiting and overall customer journey experience is first-class, and that it is attractive to new customers for mode shift. These improvements will support increased at-station transit-oriented development where feasible.
- Progressive service frequency improvements, from the current 20-minute peak frequency to a 15-minute, then 10-minute, and finally 6-minute peak (turn up and go) frequency at most stations on the Hutt and Kāpiti lines, along with an improved 15-minute off-peak frequency within the electrified area and significantly improved service levels on long-distance services, which will provide better travel options for customers, support the region's growth, and deliver the capacity needed to drive and accommodate the required mode shift.
- Supporting electric multiple unit (EMU) fleet expansion to enable the higher frequencies, and replacement and expansion of the mixed and obsolete long-distance Wairarapa and Manawatū train fleets with new low emission trains to reduce rail emissions and provide system bridging capacity in first decade.
- Network resilience and operational flexibility upgrades, including improvements to slopes, bridges, culverts, track infrastructure, areas subject to sea level rise and storm surge, and operational patterns and maintenance, which will make the Wellington rail system safer and more resilient, particularly in the face of climate change, and ensure that it can recover quickly when events occur to minimise customer impact.
- Wellington throat capacity improvements, including a fourth main to enable the operational separation of Hutt and Kāpiti services, northern access to EMU stabling, and separated access to the Wellington freight terminal, which will significantly reduce conflict between passenger and freight services and improve network and service resilience and reliability.
- Full duplication between Pukerua Bay and Paekakariki (North-South Junction), a key single-track constraint with several tunnels, and addition of a third main in the Porirua-Tawa area, which will enable higher passenger frequencies and improve service resilience and reliability on the Kāpiti Line. This will make rail a more attractive travel option on that line, where population growth is expected to be highest, and ensure continued freight access to the network as passenger frequencies increase.
- Duplicated approach to the Waikanae Station, including a bridge and second platform, which will reduce conflict between passenger and freight services, improve service resilience and reliability, and enable higher passenger frequencies on the Kāpiti and Manawatū lines.
- Network resignalling, which will remove restrictions on the number of peak hour services, safely enable future frequency improvements, and improve operational flexibility, resilience, and reliability.
- Traction power upgrades, including additional substations and wider enabling power network upgrades, which will overcome current limitations and enable higher future train frequencies.
- Rail network segregation at all places where reasonably practicable, including improved fencing and grade separation of pedestrian and vehicle level crossings, which will significantly improve safety and the experience of surrounding communities as frequencies increase.
- Continuous improvement of systems, processes, and capability, including improved asset management.



Figure 2: Key improvements

Table 3 shows the strong alignment of the preferred programme with the five investment objectives.

Table 3: Alignment with the investment objectives

Objective	Preferred Programme	Alignment
Support a sustainable future	<ul style="list-style-type: none"> 34 per cent increase in peak hour passenger arrivals by 2032, and 82 per cent by 2052 (excluding long-distance), relative to 2019 Expected mode shift to rail of between 14.2 per cent and 20.5 per cent by 2031, with a similar reduction in vehicle kilometres travelled (11.8 million km per annum in the latter case) Mode shift related emission reductions of approximately 3 per cent (3,435 tonnes) per annum by 2031. 	High
Provide capacity that supports access and growth	<ul style="list-style-type: none"> EMU fleet expansion from 83 to 183 two-car sets by 2048 Long distance rolling stock fleet replacement and expansion from 32 to 88 carriage equivalents by 2028 Continued access and increased reliability for freight services. 	High
Attractive and easy to use	<ul style="list-style-type: none"> Progressive increases in frequency from 3 trains per hour (tph) to 10 tph at most stations in peak periods by 2042 Increase from 3 to 4 tph at most stations in off-peak periods Station accessibility and customer experience improvements, including improved shelter at all stations, improved cycle facilities at 38 stations, improved disabled access at 21 stations, community hubs/facilities at 13 stations, improved bus connection facilities at 10 stations, active modes change facilities at 10 stations, and maintenance to prevent flooding and improve attractiveness. 	High
Adaptable to disruptions	<ul style="list-style-type: none"> Improved network infrastructure and operations to minimise the likelihood and effect of disruption and mitigate climate change impacts Removal of bottlenecks, track changes, and a new signalling system to reduce conflict between trains, improve flexibility and reliability, and aid recovery from events Annual resilience benefits of \$9.1m by 2032 and \$17.9m by 2052. 	High
Improve safety for all	<ul style="list-style-type: none"> New signalling system to provide modern engineering control and significantly reduce the likelihood of train collisions Grade separation of 15 road level crossings to remove the risk of collision between trains and vehicles Grade separation of 6 pedestrian level crossings to remove the risk of collision between trains and pedestrians Improved fencing to reduce risk of accidental track access. 	High

The final programme has a BCR range of 1.1 to 1.5 (with a sensitivity range of 0.9 to 1.8), based on discounted economic benefits of between \$4,430m (lower patronage) and \$5,760m (higher patronage), and discounted economic costs of \$3,880m, over the 60-year evaluation period. Benefits are split across wider economic (24 per cent), road user (20 per cent), public transport user (19 per cent), land use (18 per cent), rail freight (14 per cent), and other benefits (6 per cent). The programme has a recommended National Land Transport Programme priority order rating of 2, based on the BCR range, a very high Government Policy Statement on Land Transport Alignment rating, and a high Scheduling rating.

Financial Case

The expected (P50) preferred programme cost and revenue estimates are shown in Table 4, for the initial four three-year planning cycles of the programme, the remaining period, and the overall programme. Around 69 per cent of capital costs relate to below rail infrastructure (rail network infrastructure and network segregation), and 25 per cent to rolling stock (train fleet expansion and replacement). The balance relates to above rail infrastructure (station, station precinct, and station access improvements). The 95th percentile (P95) cost is 57 per cent higher at \$15,629.7m reflecting a similar increase in the capital cost P95 estimate.

Table 4: Expected programme cost and revenue estimates (2022 \$m)

Category	2021-24	2024-27	2027-30	2030-33	2033-52	Total
Capital	\$27.6	\$504.1	\$1,269.7	\$1,380.5	\$4,164.2	\$7,346.1
Network Maintenance	\$89.6	\$147.5	\$137.3	\$153.3	\$1,031.6	\$1,559.3
Service Operating	\$174.0	\$261.7	\$279.7	\$308.2	\$2,383.8	\$3,407.4
Fare Revenue	(\$113.1)	(\$179.3)	(\$192.9)	(\$210.6)	(\$1,686.8)	(\$2,382.7)
Total Net Cost	\$178.1	\$734.0	\$1,493.8	\$1,631.4	\$5,892.8	\$9,930.1

Figure 3 outlines the annual and accumulating P50 capital costs of the programme, showing the large amount of up-front investment in enabling infrastructure that is required in the first half of the programme, particularly between 2027-28 and 2035-36. The timing and scale of service level improvements and associated train fleet requirements will be able to be accelerated or decelerated depending on government priorities and the level of demand once this infrastructure is in place, taking account of relevant lead times, providing some flexibility.

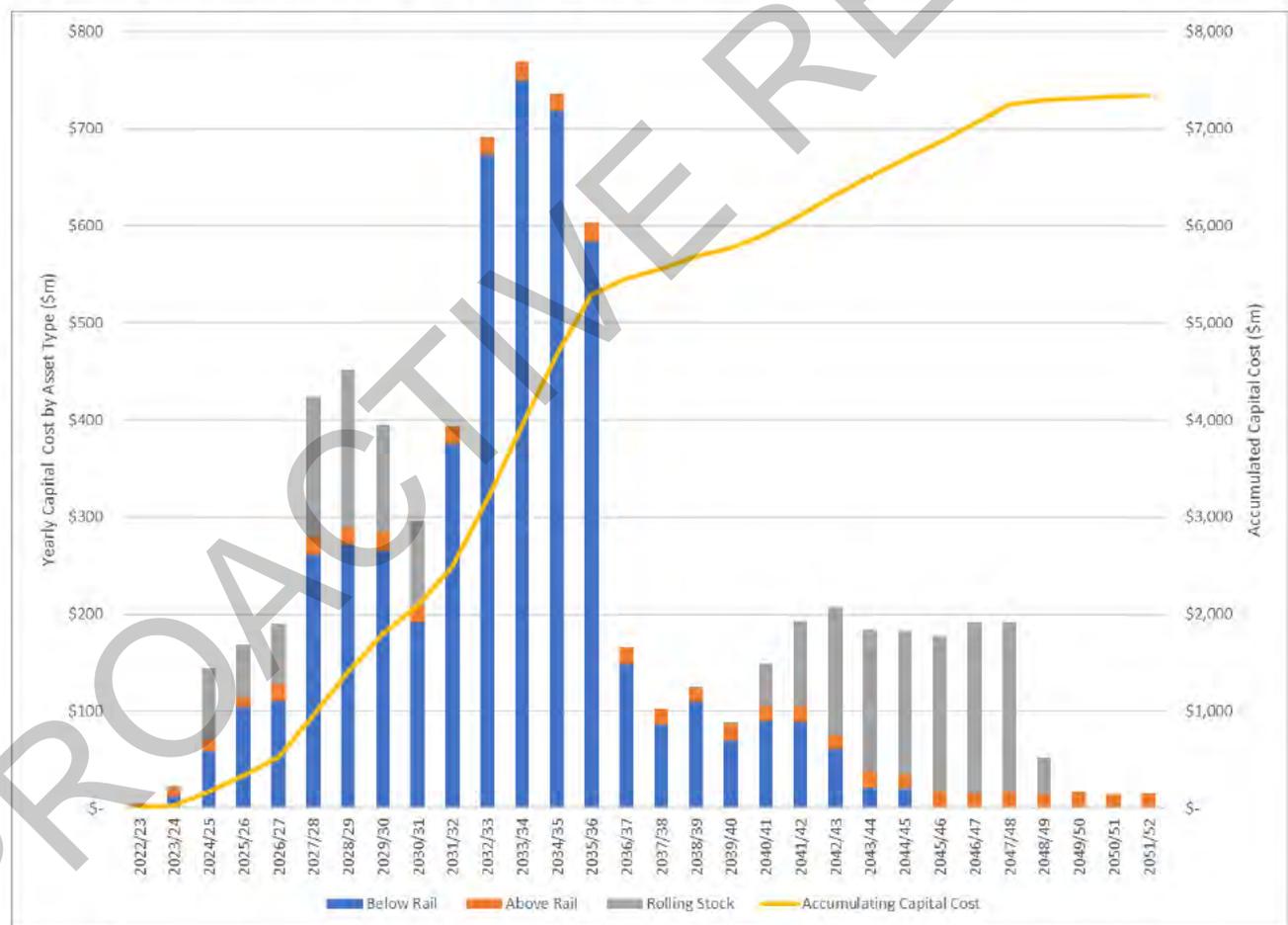


Figure 3: Annual and accumulating capital costs by asset type (2022 \$m)

Funding arrangements have not been confirmed, but it is expected that contributions will come from passenger fares, regional council and territorial council rates and debt funding, the National Land Transport Fund through Waka Kotahi, Crown funding, the Climate Emergency Response Fund, new policy and regulatory approaches such as congestion charging, and potentially public private partnerships. Below rail capital improvement costs are substantial, and it is recommended that these are fully funded by Waka Kotahi and/or the Crown, as those assets are owned by KiwiRail (and therefore ultimately by the Crown), and the NIMT, where most below rail improvements are required, is a strategic freight

corridor of national significance. GWRC will need to bear a significant share of the remaining costs (for train fleet and station improvements, and service operations), which are unaffordable for that council through current standard funding arrangements. The contribution of each funding source will be determined by subsequent business cases and depend on the type of activity and funding body.

Commercial Case

Projects within the preferred programme range significantly in scale. Large investments will likely progress to indicative followed by detailed business cases, allowing a range of alternatives to be explored before determining the most appropriate investment. Relatively simple programme elements will be assessed through single stage business cases. Single specific investments, such as the train replacement will be progressed through detailed business cases. Each future business case will detail the procurement approach for the programme element that it is delivering, and, as appropriate, the approach to consenting (which will primarily apply to below rail capital projects) and risk sharing.

Management Case

It is proposed that a new Wellington Rail Programme Governance Group will oversee delivery of the overall programme on an ongoing basis. This group will be responsible for delivering the programme in accordance with the timelines outlined in Figure 4, ensuring coordination between programme components (e.g. network infrastructure, rolling stock, stations), managing programme risks, and achieving the benefits and outcomes outlined in this PBC. It will consist of GWRC (Chair and member), KiwiRail (member), Waka Kotahi (member), Metlink rail service operator (observer), and Ministry of Transport (observer). Regular reporting to the Wellington Regional Leadership Committee and Regional Transport Committee will ensure that iwi, territorial councils, and road controlling authorities are kept informed, and provide the means for determining the degree of their involvement at the programme and individual project levels.



Figure 4: Outline programme plan¹

Particular programme risks that will need to be managed relate to demand (and the location and scale of growth), financial elements (funding availability and cost variability), planning, delivery, and other risks such as policy priority (particularly in relation to road investment climate change) and freight volumes.

¹ Grey relates to planning and business case timelines, blue to implementation timelines, and green to service improvements. Key dependencies are denoted by arrows.

Next Steps

This PBC provides a clear investment pathway for the region's rail system over the next 30 years, which will enable achievement of important regional and national growth and environmental policy objectives and provide significant value for investors. It is therefore recommended that decision-makers:

- Approve the overall investment programme as outlined in this business case, and commit to the associated investment requirements and timeframes, subject to the outcome of further business cases and other investigations
- Approve funding of the first three-year stage of the programme, which includes a series of further business cases and other investigations that will determine the optimal solution for and timing of key elements of the programme, particularly the below rail capital components on which the remainder of the programme is dependent
- Approve funding for implementation of the investment proposal outlined in the Lower North Island Rail Integrated Mobility Detailed Business Case, which is a key first decade element of this programme that reduces rail emissions and provides essential system bridging capacity to support growth and mode shift in the short term
- Confirm governance arrangements for delivery of the programme through a new Wellington Rail Programme Governance Group.

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For Decision

INITIATING TRANSIT ORIENTED DEVELOPMENT IN THE WELLINGTON REGION

Te take mō te pūrongo

Purpose

1. To advise the Transport Committee (Committee) on the next steps in the Metlink Transit Oriented Development project and the potential locations for priority focus for the initial stages of the project.

He tūtohu

Recommendations

That the Committee:

- 1 **Agrees** to the following principles:
 - a That Greater Wellington Transit Oriented Developments focus on creating liveable, thriving and sustainable urban communities by directly linking housing, transport and social services (health, childcare/education, public services, retail etc.)
 - b That Transit Oriented Developments be undertaken through formal partnerships with individual territorial authorities, specific government agencies, and with private sector developers and investors as appropriate to each development
 - c That the funding and investment approach is one focused on forging quality, long-term development partnerships with fair and sustainable 'outcomes for all' as the partnership principle
 - d That public transport movements, flow and connectivity are at the heart of each Transit Oriented Development
 - e That sustainable, human-centred, and accessible design underpins the approach to each development
 - f That, when selecting potential locations for Transit Oriented Development, Greater Wellington considers both 'brown field' sites – i.e. existing stations with development potential – and 'green field' sites – i.e. locations on the network where new stations could be built to give effect to Regional Growth Framework goals and priorities.
- 2 **Agrees** that progressing the Transit Oriented Development programme at Waterloo and Porirua Stations, and in the Kāpiti Coast are priority focus locations for the initial stages of the project.

- 3 **Agrees** that the other locations in the Region identified in this report be progressed over the coming two financial years and are considered for inclusion in the 2024-34 Long Term Plan and Regional Land Transport Plan 2021 mid-term review.
- 4 **Notes** the criteria used to evaluate locations of high potential for Transit Oriented Development Programme (paragraph 19).

Te tāhū kōrero

Background

2. A Transit Oriented Development (TOD) is a project that mixes residential and commercial opportunities with the objective of optimising the use of land for public good and maximising access to public transport. Internationally, TODs are understood as key components and enablers of urban intensification by creating liveable, thriving and sustainable urban communities by directly linking housing, transport and social services like health, childcare/education, public services, and retail.
3. “Investing in transit-oriented development on key public transport corridors to enhance our public spaces” is a goal in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (RPTP) 2021-2031. The RPTP also has “redeveloping key transport hubs such as Waterloo Station and develop new hubs at stations such as Porirua” as a goal.
4. Officers workshopped initial approaches to TOD with Council on 31 August 2021 and noted the request to commence initiating activities for TOD including: developing a principles-based framework and approach; criteria for evaluating and selecting potential locations for priority focus in initial stages of the project; considering potential partnership and funding models; and setting out indicative outputs and timelines for the work.
5. Since the workshop, an initial Reference Group for TOD has been established within Metlink to commence work on this programme. This Reference Group will be expanded to include relevant officers from across Greater Wellington Regional Council (Greater Wellington) and its partners in coming months.
6. To avoid duplication with Let’s Get Wellington Moving’s current urban development focus and activities, the Reference Group is currently focussing on TOD potentiality on the Wellington Metro Rail Network and the parts of the inter-regional rail network that will see significant growth through the Lower North Island Rail Integrated Mobility (LNIRIM) programme.

Te tātaritanga

Analysis

Principles and partnerships

7. Greater Wellington’s approach to TOD should be grounded by a framework of principles which will help guide initial discussions, concept developments and planning with key partners and stakeholders, and help determine how individual locations across the public transport network are prioritised for development.

8. A draft set of six principles have been developed to guide the initial approach to TOD within Greater Wellington and initiate discussions with key partners. These are:
 - a That Greater Wellington TODs focus on creating liveable, thriving and sustainable urban communities by directly linking housing, transport and social services (health, childcare/education, public services, retail etc.)
 - b That TODs be undertaken through formal partnerships with individual territorial authorities, with specific government agencies, and with private sector developers and investors as appropriate to each development
 - c That the funding and investment approach is one focused on forging quality, long-term development partnerships with fair and sustainable 'outcomes for all' as the partnership principle
 - d That public transport movements, flow and connectivity are at the heart of each TOD
 - e That sustainable, human-centred, and accessible design underpins the approach to each development
 - f That, when selecting potential locations for TOD, Greater Wellington considers both 'brown field' sites – i.e. existing stations with development potential – and 'green field' sites – i.e. locations on the network where new stations could be built to give effect to Regional Growth Framework goals and priorities.
9. While officers consider that these six draft principles largely capture the broad approach Greater Wellington needs to adopt to advance the TOD programme, further work is needed to 'flesh out' what each principle looks like in practice. Of particular importance for the initial stages of the programme will be the development of the partnership models needed for each location.
10. Partnerships with individual territorial authorities sit at the core of the initiating approach to the TOD programme. Initial discussions with individual city and district councils in the Wellington Region have shown considerable enthusiasm for TOD, and its ability to help give effect to their development and growth plans. In one case, the potential for 'green field' TODs has been described as a 'game changer' for regional growth, opening up the potential for development of new towns and urban centres in the primary growth centres of the region.
11. There are a range of formal partnership models which can be deployed including creation of Council Controlled Trading Organisations (CCTO) for development within an individual territorial authority area. In addition to the territorial authority partners, key additional public sector partners and stakeholders include: KiwiRail as the infrastructure and asset manager for rail and land owner in some instances; Waka Kotahi NZ Transport Agency (Waka Kotahi) as funding partner and land owner in some instances; Kainga Ora as facilitator of resource consenting under the Urban Development Act 2020 and potential investment partner in the instance where a TOD can give effect to significant housing developments that meet regional growth priorities.
12. A key factor in the success of the programme will be the selection of private sector partners. Private sector partners will be key to securing the range of development skills needed for the programme that are outside current Greater Wellington skill-sets and

experience. An initial deliverable for the programme will be to secure through a procurement process a design partner to prepare initial concept designs for a range of locations. These concept designs will be a crucial tool in bringing life and vision to the programme and using to secure investment and initial consenting for each project.

13. In addition, private sector partners may be able to bring investment funding to individual projects. This will need to be carefully considered and managed to ensure the best interests of residents and ratepayers are at the heart of investment design and decision-making, particularly where international partners are concerned.
14. While potential international partners could bring world-class TOD expertise and experience to the programme, potential international investment partners will need to be evaluated based on their expected rate of Return on Investment and their longer-term commitment to New Zealand. Agencies like New Zealand Trade and Enterprise are able to facilitate introductions to, and discussions with potential international development and investment partners.
15. Considerations for each partnership include the optimal shareholding and governance structure to give effect to TOD, and the particular model best suited to raise finance for each project. Work on defining and refining partnership models will form an early focus for the programme and will require external legal and financial advice.
16. In addition to the programme guiding principles, a set of criteria have been developed to determine which locations on the current and future public transport network are best positioned to meet programme objectives.

Selecting locations for priority focus

17. Both 'brown field' and 'green field' sites are in scope when selecting potential locations for TOD. While the brown field opportunities are many and varied, with potentially every station on the rail network a TOD opportunity, some have more development potential in relation to the programme principles and better fit the location evaluation criteria set out in paragraph 19. As noted in paragraph 3, the RPTP has already identified Waterloo and Porirua Stations as priorities for development.
18. In some respects however, green field sites, where new stations could be built to give effect to Regional Growth Framework goals and priorities, present the most exciting opportunities for TOD. The intersection of the growth plans of Kāpiti Coast and Horowhenua District Councils and Metlink's LNIRIM investment programme for example provide an opportunity to begin a targeted programme to begin an evaluation of the regional growth outcomes new train station developments north of Waikanae could deliver. This, and potential considerations north of Upper Hutt Station are discussed in paragraphs 23, 24, 34 and 35.
19. Locations of high potential for TOD on the rail network have been initially considered through ten criteria lens:
 - a Locations where Greater Wellington has significant land ownership
 - b Locations where Greater Wellington's ownership is complemented by proximate land owned by a territorial authority
 - c Locations where Greater Wellington and territorial authority ownership is complemented by proximate large privately held land parcels

- d Locations with highest potential to contribute to urban renewal and intensification
- e Locations identified by territorial authorities and Kainga Ora as priorities for significant development or revitalisation
- f Locations already being considered by Metlink as priorities for renewal
- g Locations with least infrastructure complexity and least likely contribution to service disruption from TOD works
- h Locations within 30 minute commute of Wellington CBD
- i Locations currently served with greatest frequency of services
- j Locations with least current and future impact from natural hazards and climate change.

In addition, officers have also considered locations where new stations could be built with TOD characteristics to support future growth across the Region. Evaluation of select locations will be set out by territorial authority location.

Kāpiti Coast District Council

- 20. TOD opportunities in Kāpiti are both brown and green field with initial work already undertaken by Kāpiti Coast District Council (KCDC) to identify potential locations for new stations to give effect to regional growth in the district.
- 21. Kāpiti and neighbouring Horowhenua districts present the most significant opportunities for population and housing growth in the Wellington Region and on its borders. Kāpiti-Horowhenua Planning is an initiative under the Regional Growth Framework and facilitates joined up planning for public transport, social and other infrastructure, and services to enable an estimated 15,500 new houses and nearly 39,000 more people in green field developments and nearly 10,400 new houses for approximately 22,800 people in existing urban areas within Horowhenua/Kāpiti in the next 30 years.
- 22. In addition, a joint planning pilot for Ōtaki includes work to improve public transport connectivity northwards and southwards from the town to increase social and economic opportunities for Ōtaki's current and future residents.
- 23. Greater Wellington officers, in discussions with colleagues in KCDC, have determined that four opportunities in the district present themselves as worthy of further exploration. These are:
 - a Paraparaumu Station: an examination of the potential for TOD in the station area to contribute to better urban form in the area and create better transport flows to and from the station linking housing and businesses
 - b Waikanae Station: an examination of the potential for TOD in the station area to contribute to better urban form in the area and create better transport flows to and from the station linking housing and businesses
 - c Ōtaki: an examination of the potential to develop a new station and associated TOD in Ōtaki to provide better connections for employment, education and health to Levin, Palmerston North and Wellington, and to contribute to urban growth

- d Hautere: an examination of the potential to develop a new station in the undeveloped region to the east of Te Horo that has been identified as the potential site of a new town of up to 13,800 dwellings.
24. Hautere is the subject of a Future Urban Study by KCDC with public transport provision, particularly a rail station, seen as a key factor in the area's development potential and its ability to deliver mixed and higher-density housing.
25. On Committee approval, officers will continue discussions with KCDC and other partner agencies on the TOD programme in Kāpiti and will hold a workshop in February 2022 to further explore the identified opportunities and consider partnership options to take the programme forward.

Porirua City Council

26. As signalled in the RPTP, the key opportunity in the city is at Porirua Station itself, with the location ranking extremely high against all ten criteria set out in paragraph 19. Greater Wellington has significant land holding around the station, much of it currently being used to provide approximately 1000 car parks to commuters. In addition, parcels of Waka Kotahi land in the vicinity of the station being used for the Transmission Gully development work may be freed up soon for potential development.
27. A Porirua TOD could contribute to Eastern Porirua Redevelopment through development of more integrated transport options to and from the station, and contribute to urban development in the city through a TOD that enables better urban form and provides space for the development of health, childcare/education, public services, retail etc. Kainga Ora have an interest in working with Greater Wellington and its partners in the development of Porirua Station.
28. Officers consider Porirua a 'first cab off the rank' for inclusion in the TOD work programme, and will, on Committee approval, continue discussions with Porirua City Council (PCC) and other partner agencies on the TOD programme in Porirua and will hold a workshop in February 2022 to further explore the identified opportunities and consider partnership options to take the programme forward.

Carterton District Council

29. Carterton is rapidly growing as an important urban centre in the Wairarapa with a programme of housing development and urban renewal under consideration for the town. Carterton District Council (CDC) has previously carried out concept studies for Carterton that included potential ideas for better integration of the train station area into future urban development plans.
30. Early discussions with CDC officers indicated an interest in better understanding how a TOD project could work in the context of Carterton. Early TOD work in other parts of the Region will enable officers to begin a more granular discussion with CDC and the councils in the Wairarapa in the future.
31. Officers will continue to discuss potential TOD opportunities with Carterton, Masterton and South Wairarapa District Councils through 2022.

Upper Hutt City Council

32. A significant amount of the housing and economic development projects currently delivering growth in Upper Hutt are on land adjacent to the rail corridor. Future housing developments are likely to place increased demand on public transport at key stations like Silverstream where station access through Park and Ride is already constrained, and Upper Hutt Station where future developments in the north of the City are likely to also increase demand for increased feeder services.
33. Greater Wellington has limited land holdings around the Upper Hutt stations, but can focus on taking a facilitating approach to potential developments in parts of the City where future planned development will make public transport access a central concern for residents and ratepayers.
34. One location of interest for the future is Maymorn. Maymorn Station is currently an anomaly being a 'Wairarapa Line station' but sited in the peri-rural area north of Upper Hutt City before the entrance to the Remutaka Tunnel. The area around Maymorn has been considered for its housing development for some time with zoning work for green field development in the area advancing in recent months.
35. Future increased demand for services from Maymorn Station will require some redevelopment of the site. An opportunity for some limited scale TOD in this location is worthy of consideration and, depending on the scale of development in the area and northern Upper Hutt generally, consideration of the extension of the urban electrified network to Maymorn in the long term.
36. Officers will continue to discuss potential TOD opportunities with Upper Hutt City Council (UHCC) through 2022.

Hutt City Council

37. Two locations have been identified for initial TOD programme focus; Waterloo and Naenae Stations.
38. Like Porirua Station, Waterloo is specifically identified in the RPTP as a priority focus for development and, like Porirua, ranks extremely high against all criteria set out in paragraph 19 including significant land holdings by Greater Wellington. The station is one of the most important and busiest stations on the public transport network with frequent express services at peak and one of the three Hutt Valley stations serviced by the Wairarapa services. LNIRIM will only increase potential passenger uplift from Waterloo in the coming decade.
39. The current station infrastructure is challenging and provides a less than ideal customer experience for able-bodied passengers and considerable challenges for accessibility. The station roof is in poor condition with significant maintenance needed within the next five years. Dependent on an upcoming condition assessment, upgrades to the station will need to be factored the next long term plan.
40. This renewal priority provides an ideal opportunity to prioritise Waterloo redevelopment from a TOD perspective, with a concept focus on a development that can better integrate Waterloo into Hutt City's urban form, and enhance multi-modal access to the public transport network. Previous commercial approaches to Greater

Wellington have highlighted the development potential for the site and the immediate area adjacent to it.

41. Naenae is another Hutt Valley station that presents significant challenges and opportunities. Access to Naenae Station is less than ideal from both infrastructure and personal safety perspectives and has long been a focus of community concern. An oral submission by Team Naenae Trust to the Committee for the RPTP hearings 20-22 April 2021 highlighted community support for redevelopment of the station area to provide safer access to public transport and to other key facilities in the area including Naenae Intermediate and Naenae College.
42. Redevelopment of the subway, or development of a new overbridge as has been suggested, would, on their own be costly undertakings. However, development of the site from a TOD perspective potentially brings much greater urban development outcomes for the township and neighbouring Taita.
43. Apart from the infrastructure challenges, current property ownership presents challenges to redevelopment of the area. This can potentially be resolved through a local and central government-led partnership approach for the area that emphasises development that delivers an accessible and enjoyable solution for the community and contributes to sustainable urban development in the community.
44. Officers consider Waterloo another 'first cab off the rank' for inclusion in the TOD work programme, with Naenae as a second phase consideration project, and will, on Committee approval, continue discussions with Hutt City Council (HCC) and other partner agencies on the TOD programme in Lower Hutt. Officers will hold a workshop in February 2022 to further explore the identified opportunities and consider partnership options to take the programme forward.

Wellington City Council

45. Wellington City Council (WCC) has initiated a project around the Johnsonville town centre that looks to align the planning and delivery of investments in Johnsonville by local, regional and central government as well as the private sector and key stakeholders. This will include the opportunity to develop greater intensity and different types of urban development and to deliver a well-functioning area with more housing, services and employment opportunities, transport and amenity.
46. Metlink officers are working closely with WCC to develop Long Term Functional Requirements for public transport in the Johnsonville area, particularly concepts on integration of the train station and bus service hub into the future Johnsonville Mall redevelopment. Current considerations are focused on the future (out to 2041) public transport service and capacity requirements that will result from National Policy Statement-Urban Development (NPS-UD)-driven urban intensification in Johnsonville township and new services to and from new green field developments in the Upper Stebbings Valley, Glenside West and Lincolnshire Farms areas.
47. The draft Long Term Functional Requirements consider provision of a second rail platform and other infrastructure to increase future rail capacity, and growth of bus layover and turning infrastructure, for increased bus service provision in the coming two decades. The functionality of the development to increase customer access to public

transport and customer experience is a key focus for Metlink's input to the WCC-led work.

48. Officers will continue to work with WCC through 2022 and beyond to integrate public transport further into urban development in Johnsonville.

Ngā hua ahumoni

Financial implications

49. Metlink has a small budget to commence TOD work in the current 2021/22 Financial Year (FY) and officers are working to include in the 2022/23 Annual Plan \$250,000 for 2022/23 FY and \$500,000 for 2023/24 FY. This budget will only enable initial scoping and planning work for the identified locations including Greater Wellington's contributions toward commissioning of initial concept designs.
50. TOD across the region will require a significant commitment from Council through the 2024-34 Long-Term Plan. Officers will work towards developing TOD partnership funding models and costs for inclusion in the 2024-34 Long-Term Plan and in the Regional Land Transport Plan 2021 mid-term review.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

51. "Locations with least current and future impact from natural hazards and climate change" is one of the evaluation criteria used to determine priority locations for TOD development.
52. As outlined in the principles in paragraph 8, sustainable development will underpin the projects. More specific climate change considerations will be outlined in future reports once more concrete development plans have been developed.

Te hiranga

Significance

53. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*.
54. Initiating TOD scoping is considered to be of low significance currently as no concrete development plans for individual sites have yet been adopted. Future decisions for individual locations and potential investment models are likely to be of high significance due to their potential impact on local communities and financing in the 2024-34 Long-Term Plan.

Te whakatūtakitaki

Engagement

55. Engagement on initial approaches to TOD in the Wellington Region have been discussed with stakeholders through Regional Growth Framework channels and through regular Greater Wellington transport meetings with individual territorial authorities.

Ngā tūāoma e whai ake nei

Next steps

56. Following approval, officers will commence planning for a series of regional TOD-focused workshops for early 2022 with key partners and stakeholders and the development of associated collateral including terms of reference.
57. Procurement process will be developed to secure professional services for concept design development for key TOD locations.
58. Direct engagement with agencies including Kainga Ora and Waka Kotahi will continue to further determine their role in the TOD programme and interests in particular locations. Officers will engage with New Zealand Trade and Enterprise to better understand approaches and models of engagement with potential international development and investment partners.
59. External legal and financial advice will be sought to give consideration to potential partnership models including the optimal shareholding and governance structure to give effect to TOD, and the particular model best suited to raise finance for each project.
60. Officers will report to the Committee on TOD programme progress through normal reporting channels and will seek further decisions and guidance relevant to developments at particular locations as needed.

Ngā kaiwaitohu

Signatories

Writer	Emmet McElhatton – Manager, Policy
Approvers	Tim Shackleton – Manager, Commercial, Strategy and Investment Scott Gallacher – General Manager, Metlink

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

TOD is a key activity in the RPTP, development and approval of which is a strategic priority for the Committee.

Implications for Māori

Iwi across the Wellington Region are potential key stakeholders for housing-related developments that may eventuate from the activities covered under this report.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

TOD is a key activity in the RPTP which was adopted by Council on 29 June 2021. The programme of work developed under the TOD work programme will lead to a consolidated funding bid for TOD development in the 2024-34 Long Term Plan and Regional Land Transport Plan 2021 mid-term review.

Internal consultation

Metlink has consulted with the Regional Transport department and with the Wellington Regional Leadership Committee secretariat on matters covered in this report.

Risks and impacts - legal / health and safety etc.

There are no known risks currently arising from this report.

WATERLOO STATION

CONCEPT STUDY

7 JUNE 2022 - COUNCIL WORKSHOP

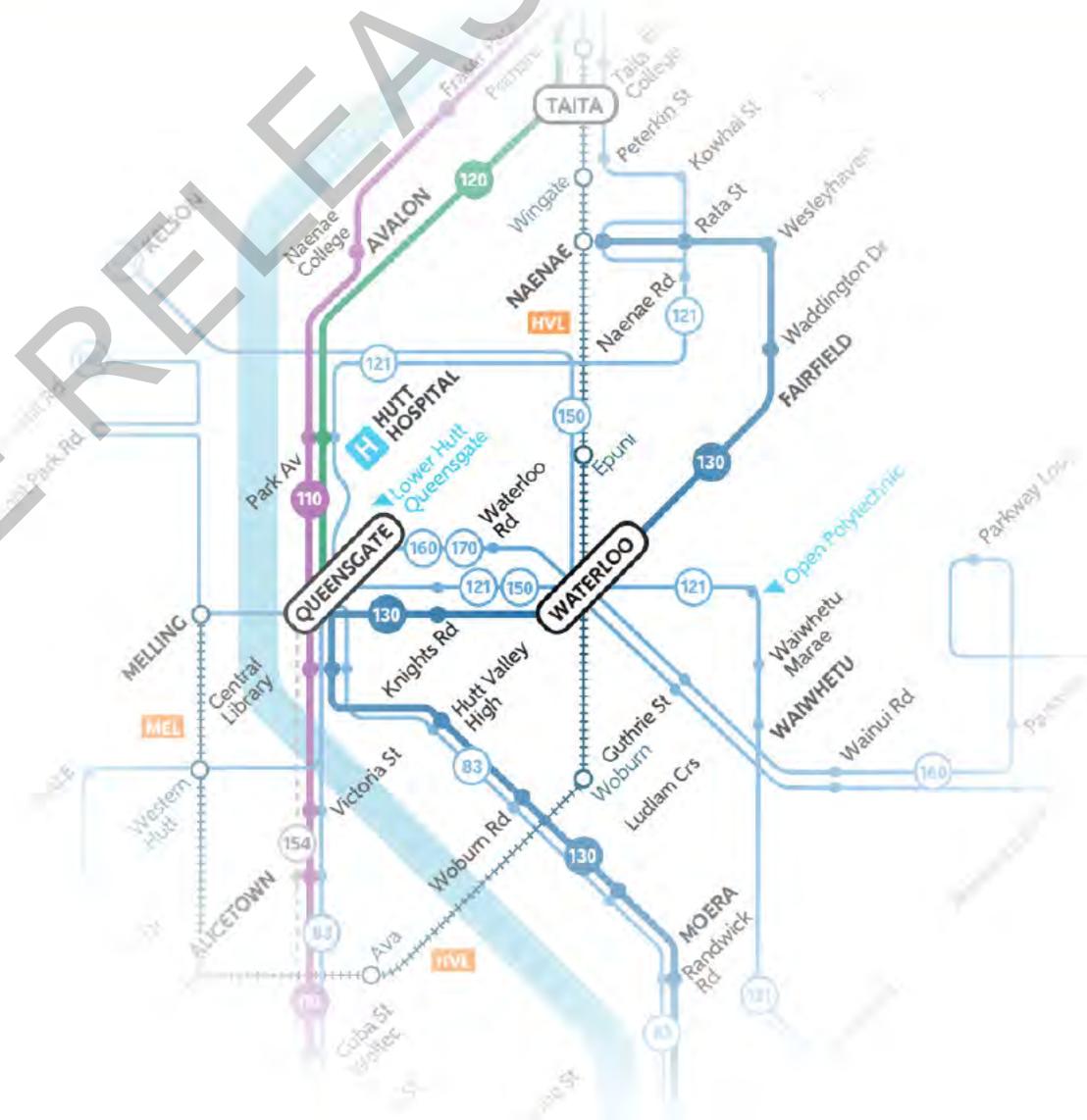
Emmet McElhatton – Manager, Policy Metlink

Barry Fryer – Manager, Rail Assets

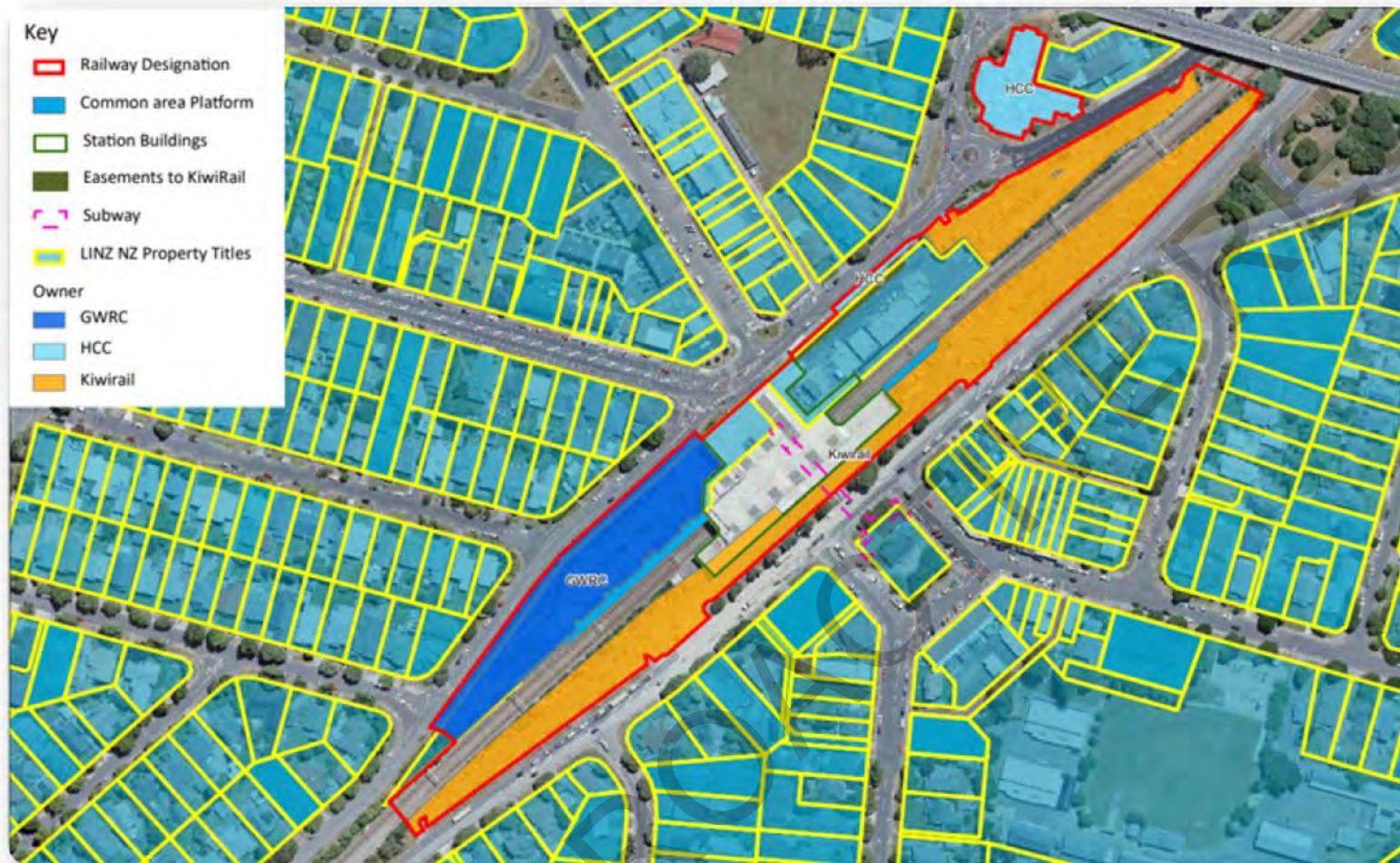


AGENDA

- Recap on process to date – guidance & decision points
- Overview of internal & external involvement – central & local agencies, PTAG etc
- Overview of Complex Development Opportunities (CDOs)
- Waterloo CDO status – ranking & Wellington Regional Leadership Committee (WRLC) decision
- Next steps – Public consultation; CDO partnership process
- Concept Study initial design work - WillisBond & Athfield Architects



SITE PARAMETERS



GUIDANCE & DECISION POINTS TO DATE

- Specific policies on TOD & Waterloo adopted through RPTP – 29 June 2020
- LTP infrastructure package for Waterloo adopted through LTP & RLTP – June 2020
- Workshop outlining approach – 31 Aug 2021
- Initiation report, approach and priorities adopted 25 Nov 2021
- Workshops on design inputs 24 March 2022
- Cross-agency Reference Group
- Site visit with Hutt City Councillors 5 May 2022
- PTAG 5 May 2022
- Wellington Regional Leadership Committee (WRLC) decisions on Complex Development Opportunities (CDOs) for Wellington region 31 May 2022



COMPLEX DEVELOPMENT OPPORTUNITIES (CDOs)

These are the projects:

- That will deliver significant housing and other benefits to the region
- That especially support the WLRC objectives
- Are in key locations where successful development gives effect to those agreed strategic objectives
- Are complex, and working in partnership is required in order to deliver at the desired pace and scale, i.e. can be accelerated by this approach



CDOs: BENEFITS

Using this partnership approach helps with:

- A set of agreed CDOs and other development opportunities for the WRLC to specifically focus on and communicate about
- Formalises project partnerships between central and local government
- Getting the right agencies involved in the project from the start enables collective planning, decision making, problem solving and issue resolution and risk mitigation
- Having central government agencies involved enhances the ability to access central government resources
- Enhanced reporting requirements:
 - Highlight the projects at the top political level, which helps to identify issues for the WRLC and clear hurdles
 - Improves project communications
- Improves transparency of the efforts of all project partners

AGREED CDOs IN THE WELLINGTON REGION

Project	lead agency
Featherston Masterplan Development	SWDC
LGWM - Courtenay Place to Newtown	WCC
Otaki	KCDC
Porirua Northern Growth Area	PCC
Riverlink	HCC
Trentham	UHCC
Waterloo Station Transport Oriented Development	GW

Based on;

- Clear contribution to WLRC objectives
- significant housing *and* other benefits to the **region**
- The complex nature
- Partnership between local and central government is essential
- Mix of large and small sites, and short and long-term opportunities

Similar projects in Auckland, Queenstown, Tauranga and Auckland-Hamilton Corridor

NEXT STEPS

CDO partnership process
– commencing July 2022

Impact assessments
– commencing September 2022

Public consultation & engagement
– commencing Feb 2023

Further Council workshops and reports
- commencing in next triennium



Waterloo Redevelopment Phase I: Concept Study

Project summary

This project is a first phase in the broader Greater Wellington Transit Oriented Development (TOD) programme and is a workstream within the Wellington Regional Growth Framework (WRGF). “Investing in transit-oriented development on key public transport corridors to enhance our public spaces” is a goal in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (RPTP) 2021-2031. The RPTP also has “redeveloping key transport hubs such as Waterloo Station and develop new hubs at stations such as Porirua” as a goal.

Waterloo Phase I focusses on considering approaches to the redevelopment of the current Waterloo Station to:

- address building/infrastructure and accessibility issues
- redevelop the site to better utilise GW land holdings
- investigate how local govt./Crown land-holding partnership can deliver full precinct renewal
- contribute to WRGF objectives and goals in the Hutt Valley through a project that contributes to and enables urban intensification and enhancement in Hutt City.

Phase I aims to initiate project by delivering a Concept Study of a visualised future Waterloo Station, how a future development could meet Greater Wellington and key partner regional growth objectives, and how such a development could incorporate the Six TOD Development Principles:

- a That Greater Wellington TODs focus on creating liveable, thriving and sustainable urban communities by directly linking housing, transport and social services (health, childcare/education, public services, retail etc.)
- b That TODs be undertaken through formal partnerships with individual territorial authorities, with specific government agencies, and with private sector developers and investors as appropriate to each development
- c That the funding and investment approach is one focused on forging quality, long-term development partnerships with fair and sustainable ‘outcomes for all’ as the partnership principle
- d That public transport movements, flow and connectivity are at the heart of each TOD
- e That sustainable, human-centred, and accessible design underpins the approach to each development
- f That, when selecting potential locations for TOD, Greater Wellington considers both ‘brown field’ sites – i.e. existing stations with development potential – and ‘green field’ sites – i.e. locations on the network where new stations could be built to give effect to Regional Growth Framework goals and priorities.

Study Focus Location: Waterloo Station

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commercial approaches to Greater Wellington have highlighted the development potential for the site and the immediate area adjacent to it.



A significant portion of the site is currently car parking spaces and a bus depot, in addition to the main station buildings.

Project Stakeholders

Land holdings at the site are held by Greater Wellington, Hutt City Council and KiwiRail who will be the keystone partners in the redevelopment project. In addition, Waka Kotahi NZ Transport Agency, Kainga Ora and Mana Whenua representatives will be project stakeholders.

Phase I Scope

Phase I is limited to developing a Concept Study of the site. This will present a visualised future Waterloo Station, with brief narrative on how such a future development could meet GW and key partner regional growth objectives, and how such a development could incorporate Greater Wellington's TOD Development Principles.

Project Lead

For all matters regarding this Concept Study contact:

Emmet McElhatton
Manager Policy, Metlink
Greater Wellington Regional Council
Emmet.mcelhatton@gw.govt.nz
021 352 934

TRANSIT ORIENTED DEVELOPMENT

OVERVIEW & OPPORTUNITIES

31 AUGUST 2021

Council Workshop

Emmet McElhatton – Principal Advisor Policy, Metlink



OVERVIEW

- A Transit Oriented Development (TOD) is a project that mixes residential and commercial opportunities with the objective of optimising the use of land for public good *and* maximising access to public transport
- TOD and urban intensification - creating liveable, thriving and sustainable urban communities by directly linking housing, transport and social services (health, childcare/education, public services, retail etc.)
- TOD case studies internationally often highlight 'mega' projects but 'discrete' scalable TODs for countries such as NZ can be just as impactful for local communities
- The ideal TOD should embrace human-centred design and sustainability, creating space that is inviting and accessible for all, through imbedding environmental 'bottom line' designs
- TOD depends on forging quality, long-term development partnerships with fair and sustainable 'outcomes for all' the partnership principle



New Lynn TOD



KEY OPPORTUNITIES

- Context - Urban Development Act 2020, NPS-UD and Rapid Transit designations on the Wellington Metro Rail Network
- **Leadership TOD approach** where GWRC has land ownership at stations – ‘discrete’, medium-term opportunities (e.g. **Tawa, Paraparaumu**) and ‘ambitious’, longer-term opportunities (e.g. **Waterloo, Petone, Porirua**)
- **Facilitating TOD approach** where GWRC has no significant land ownership (e.g. **Johnsonville Mall** & where KiwiRail is the primary landowner)
- Focus for GW TODs on transit hubs as community enhancement developments – *PT hubs that provide access to health, education and public services in spaces that are accessible and enjoyable for all*

Medium-High
Complexity

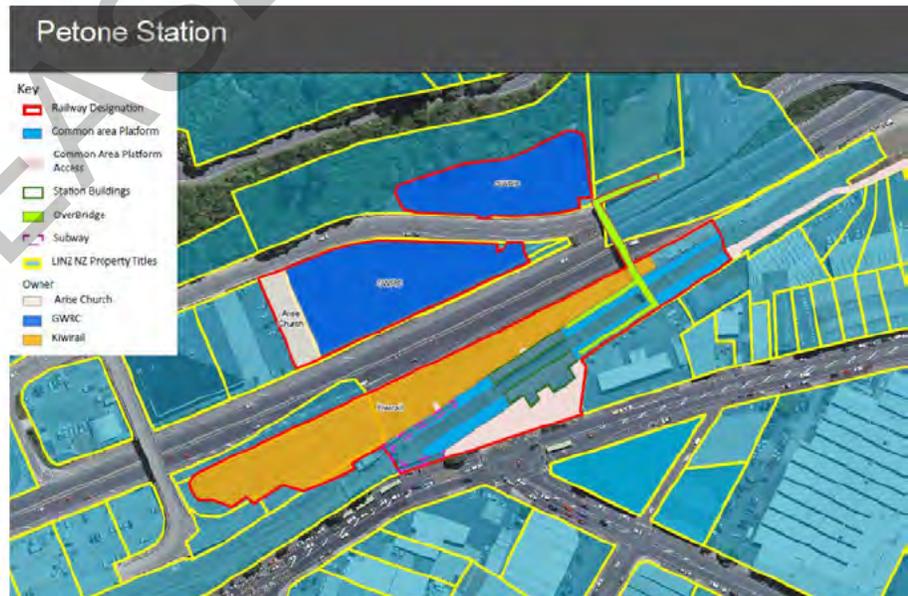
Petone

(GWRC land
dark blue)

Low-Medium
Complexity

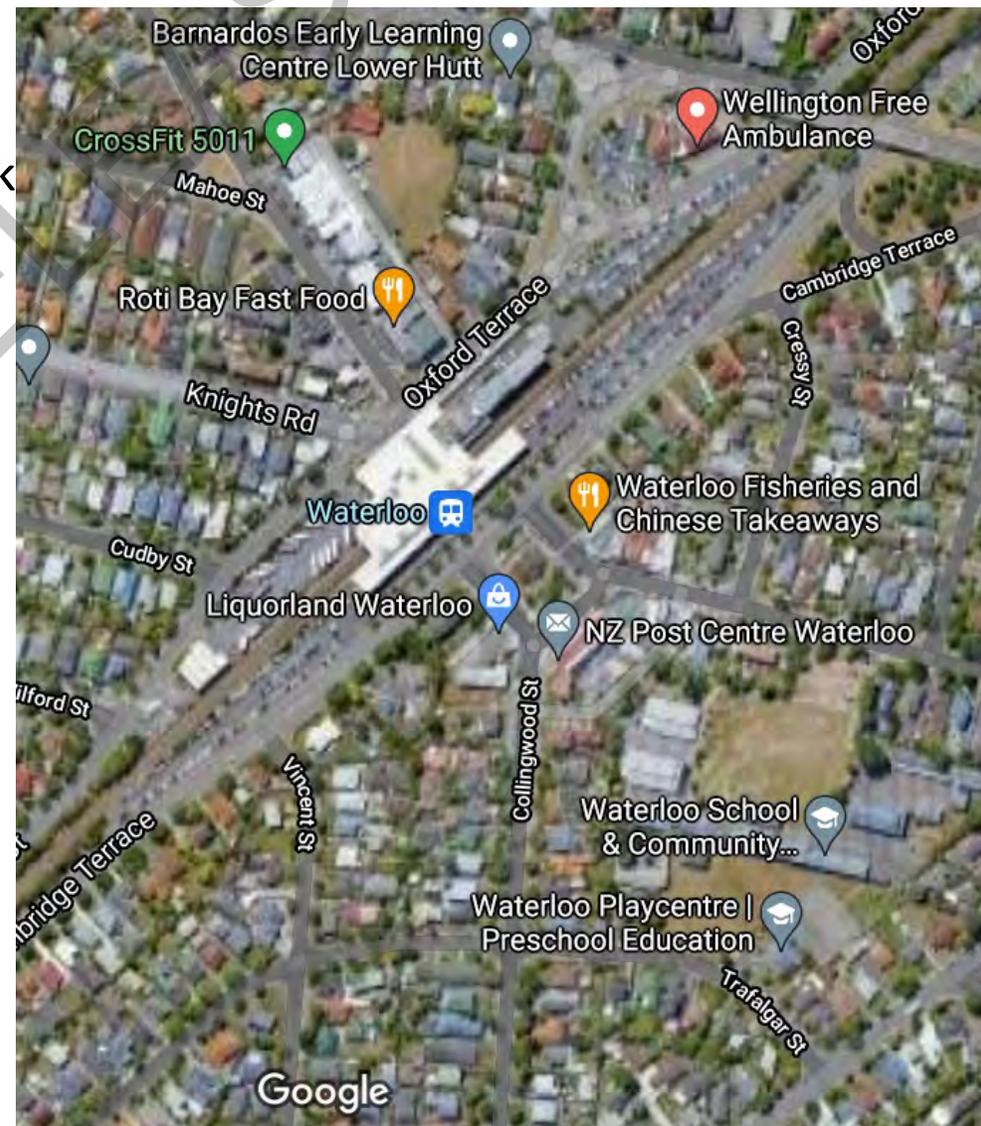
Tawa

(GWRC land in
yellow)



NEXT STEPS

- Dec 2021: TOD *Initiating Action Plan* (IAP) for Council consideration – adoption of an approach by Council for Metlink to advance the TOD initiative with initial project budget approvals
- Feb 2022: IAP kicks off with key activation activities in 22/23:
 - TA & key stakeholder workshops for TOD scoping – Hutt City, Wellington/Porirua initially
 - Procurement of conceptual design work for ideas on TOD possibilities for key sites
 - Engagement through local government channels and Wellington NZ, NZ Trade & Enterprise, MFAT et al on engaging potential investment partners
- Discussion!



Waterloo Redevelopment Phase I: Concept Study

Project summary

This project is a first phase in the broader Greater Wellington Transit Oriented Development (TOD) programme and is a workstream within the Wellington Regional Growth Framework (WRGF). “Investing in transit-oriented development on key public transport corridors to enhance our public spaces” is a goal in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (RPTP) 2021-2031. The RPTP also has “redeveloping key transport hubs such as Waterloo Station and develop new hubs at stations such as Porirua” as a goal.

Waterloo Phase I focusses on considering approaches to the redevelopment of the current Waterloo Station to:

- address building/infrastructure and accessibility issues
- redevelop the site to better utilise GW land holdings
- investigate how local govt./Crown land-holding partnership can deliver full precinct renewal
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Project Stakeholders

Land holdings at the site are held by Greater Wellington, Hutt City Council and KiwiRail who will be the keystone partners in the redevelopment project. In addition, Waka Kotahi NZ Transport Agency, Kainga Ora and Mana Whenua representatives will be project stakeholders.

Phase I Scope

Phase I is limited to developing a Concept Study of the site. This will present a visualised future Waterloo Station, with brief narrative on how such a future development could meet GW and key partner regional growth objectives, and how such a development could incorporate Greater Wellington's TOD Development Principles.

Project Lead

For all matters regarding this Concept Study contact:

Emmet McElhatton
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Greater Wellington Regional Council
Emmet.mcelhatton@gw.govt.nz
021 352 934

Waterloo Redevelopment Phase I: Concept Study Mana Whenua Te Atiawa brief

Purpose

This brief is to inform initial discussions with Mana Whenua Te Atiawa on the Waterloo Station Concept Study project to enable them to consider their participation in the project.

Project Overview

This project is a first phase in the broader Greater Wellington Transit Oriented Development (TOD) programme and is a workstream within the Wellington Regional Growth Framework (WRGF). “Investing in transit-oriented development on key public transport corridors to enhance our public spaces” is a goal in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (RPTP) 2021-2031. The RPTP also has “redeveloping key transport hubs such as Waterloo Station and develop new hubs at stations such as Porirua” as a goal.

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- address building/infrastructure and accessibility issues
- redevelop the site to better utilise GW land holdings
- investigate how local govt./Crown/mana whenua partnerships can deliver precinct renewal
- contribute to WRGF objectives and goals in the Hutt Valley through a project that contributes to and enables urban intensification and enhancement in Hutt City.

Phase I aims to initiate project by delivering a Concept Study of a visualised future Waterloo Station and how a future development could meet Greater Wellington and key partner regional growth objectives.

Ko te mahitahi ki te Mana Whenua: Partnering with Mana Whenua

Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (RPTP) 2021-2031 acknowledges the importance of the partnership with mana whenua to ensure they can be recognised and supported in maintaining their role as kaitiaki of their ancestral lands. Specifically, the RPTP outlines actions to achieve the objective of “an effective partnership with mana whenua” including:

- Build strong enduring relationships with mana whenua through all facets of public transport delivery
- Explore Māori values and sustainability interface within a Responsiveness to Māori framework
- Work with mana whenua to develop a Māori responsiveness plan for public transport, including consideration of principles to enhance design of public transport activity and guide current and future public transport policy
- Work with mana whenua to reach communities and build relationships to encourage public transport use

- Ensure that Māori values are considered in the built environment through our design principles.

Project focus: Waterloo Station

Greater Wellington recognises the long history of Māori settlement in the Hutt Valley, mana whenua kaitiakitanga of the region's heritage and environment, and the particular importance of taonga like the Waiwhetu Stream to Te Atiawa. Details on the site area are in the Appendix to this briefing.

Project Stakeholders

Land holdings at the site are currently held by Greater Wellington, Hutt City Council and KiwiRail. Waka Kotahi NZ Transport Agency, Kainga Ora and mana whenua are project stakeholders.

Phase I Scope and mana whenua guidance

Phase I is limited to developing a Concept Study of the site. This Concept Study will present a visualised future Waterloo Station, with brief narrative on how such a future development could meet Greater Wellington and partner values and regional growth objectives. Noted New Zealand developers and architects WillisBond and Athfield Architects have been engaged to develop concept designs for the study.

Key points for mana whenua consideration include, but are not limited to:

- Participation in project scoping and co-design activities with the project leads
- Name gifting for the site and project
- How the area's heritage and environment will be reflected through and in the Concept Study
- How Māori small business could participate in the design and production of the project report and associated collateral.

Key timelines for Te Atiawa consideration

<i>Date</i>	<i>Activity</i>	<i>Seniority level</i>
4 April 2022	Participation in local government/Crown agency workshop on project	Officer/technical lead
By 29 April 2022	Provide input/direction on name gifting and associated narrative for the project	TBC
By 27 May 2022	Contribute to confirmation of draft Concept Study structure & design	TBC
TBC July 2022	Deliver final Concept Study following internal review	Leadership

Project Lead

For all matters regarding this Concept Study contact:

Emmet McElhatton
 Manager Policy, Metlink
 Greater Wellington Regional Council
Emmet.mcelhatton@gw.govt.nz
 021 352 934

Appendix: Study Focus Location: Waterloo Station

Waterloo Station was originally designed to be a multi-purpose transport hub. Central to much of Lower Hutt, Waterloo has significant park and ride provision (779 car parks), bike and ride (79 storage spaces), pedestrian subways and overbridges, arterial roads and integrated bus connections. While there has been a station at this site since the earliest days of metropolitan rail in the region, the current station dates from a major upgrade in 1988. As well as being a major express stop on the Hutt Valley Line (all peak services stop there), Waterloo is also a stop for Wairarapa Line services.



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WATERLOO STATION CONCEPT STUDY:

DESIGN WORKSHOP

TRANSPORT COMMITTEE

24 MARCH 2022

Emmet McElhatton, Manager Policy Metlink

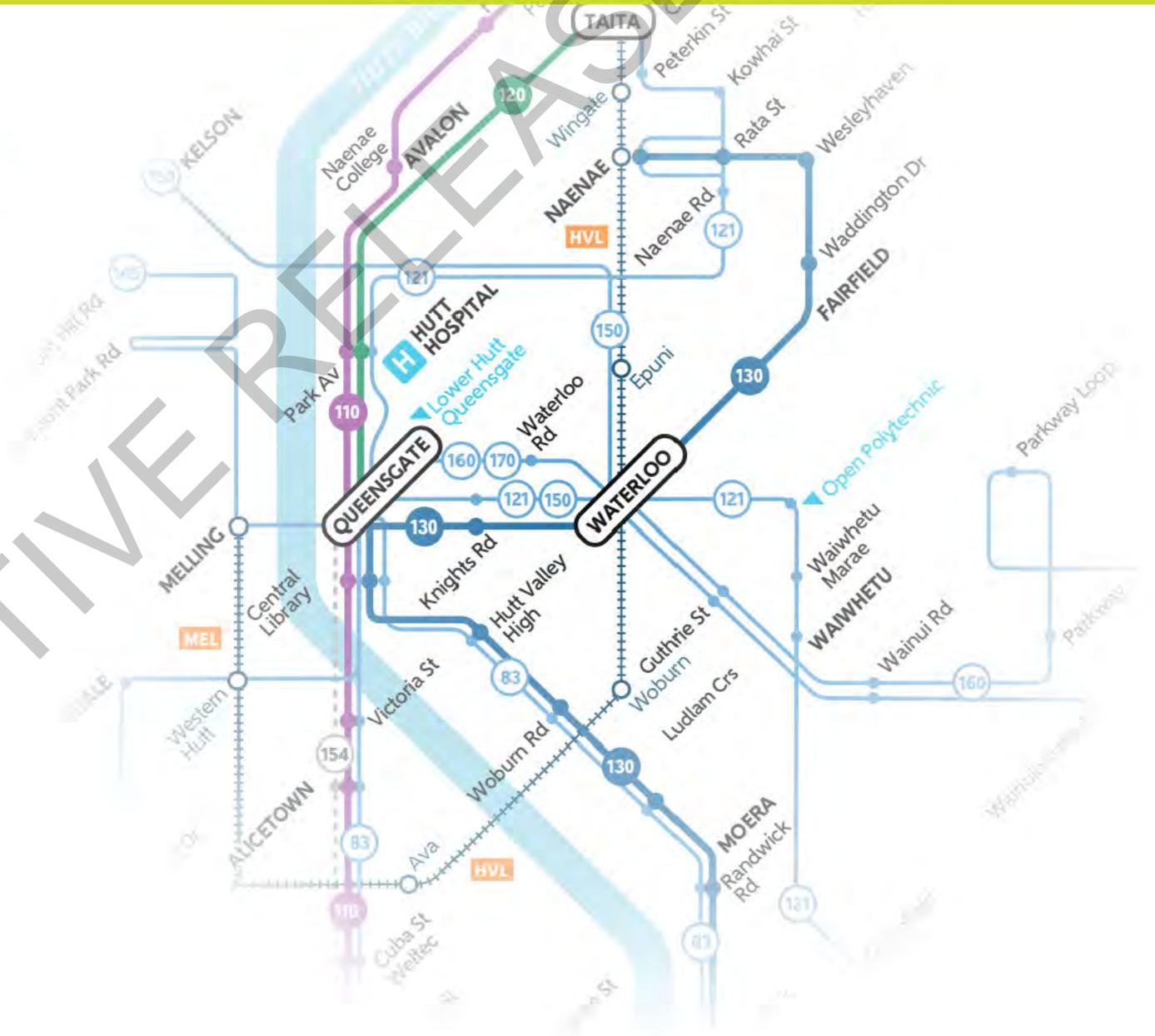
Nick Owen, WillisBond

John Hardwick-Smith, Athfield Architects

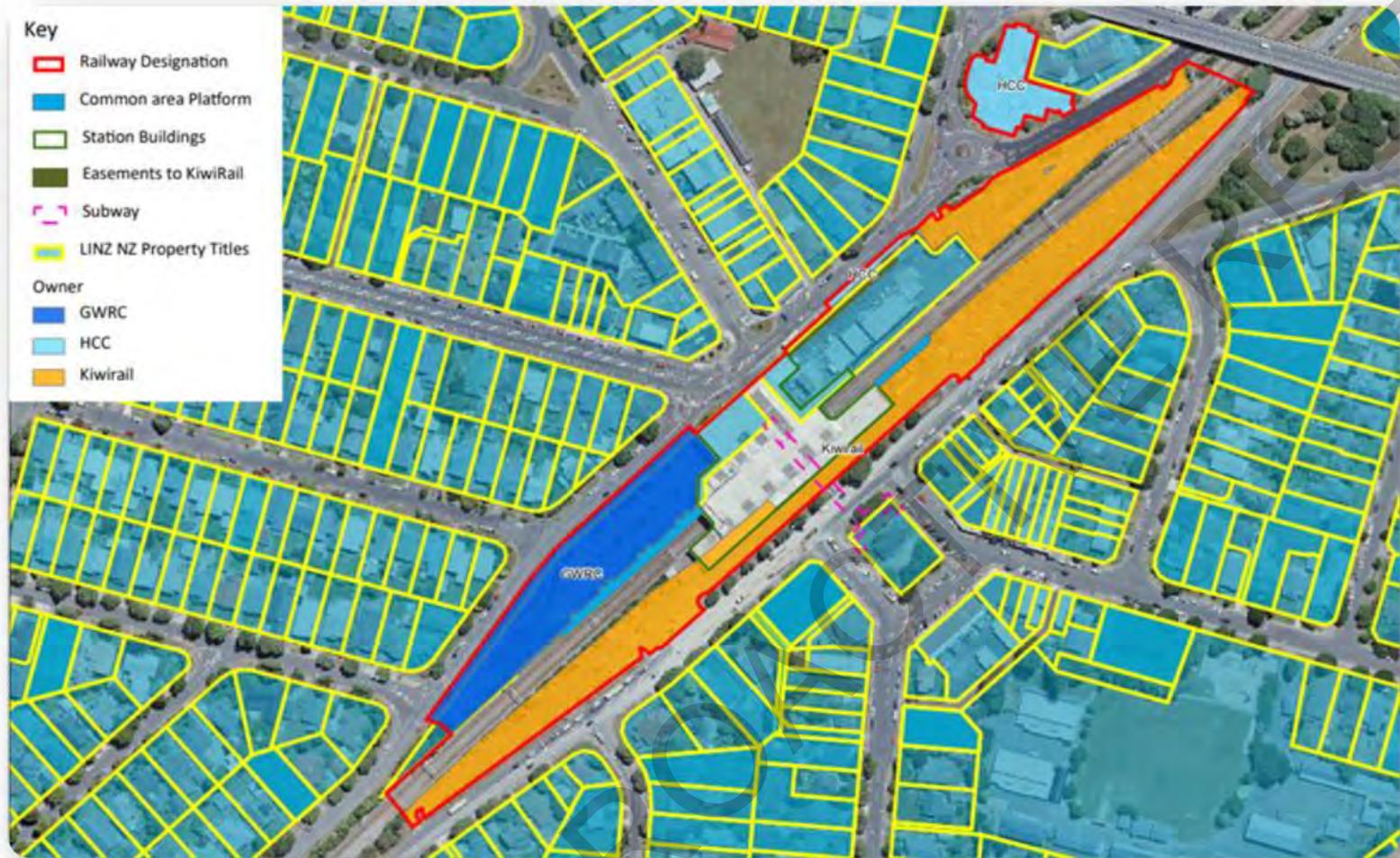


AGENDA

- Recap on Concept Study scope and focus
- Introducing the project team
- Observations and challenges
- Workshop questions



SITE PARAMETERS





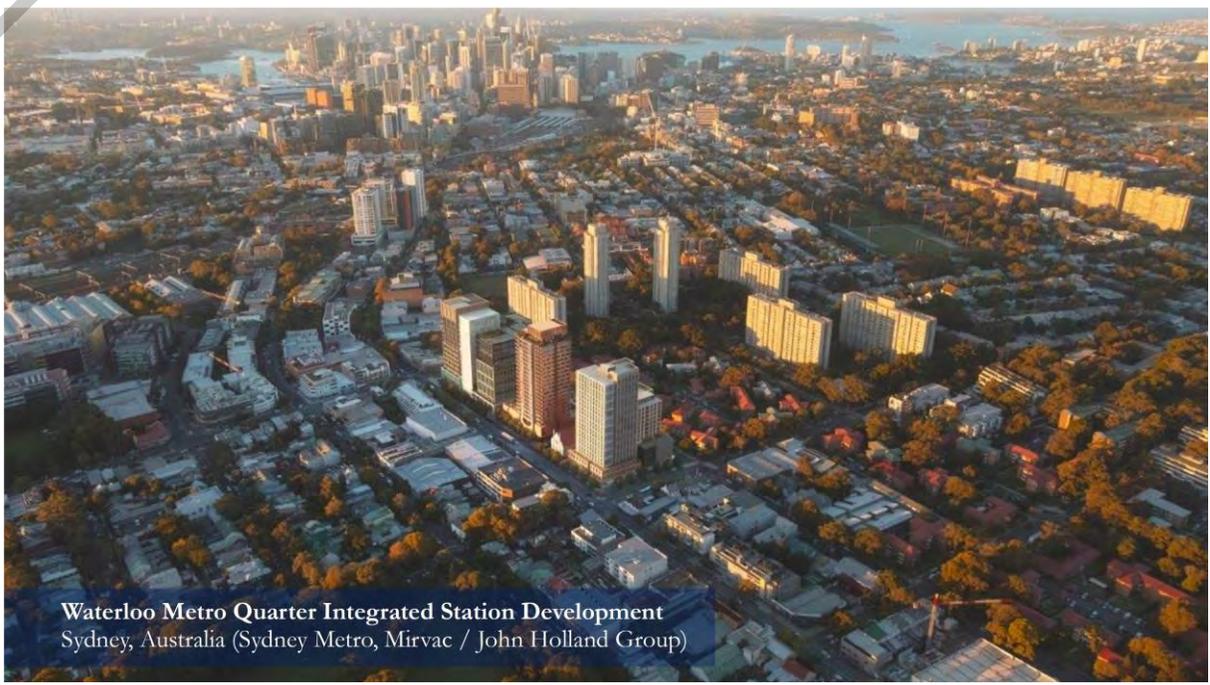
Wynyard Quarter – Eke Panuku
Auckland, New Zealand



Site 9, Kumutoto Wharf
Wellington, New Zealand



Site 10, Kumutoto Wharf
Wellington, New Zealand



Waterloo Metro Quarter Integrated Station Development
Sydney, Australia (Sydney Metro, Mirvac / John Holland Group)



Melbourne Metro Over Station Development – Town Hall
Melbourne, Australia (Melbourne Metro, CYP)

Tauranga Civic Masterplan



WATERLOO STATION MP EXAMPLES



Aerial view of the proposed GIQ masterplan overlooking Waiwhetu Stream.



Aerial view of the proposed GIQ masterplan overlooking Gracefield Road.



Site movements and connections diagram.

GRACEFIELD INNOVATION QUARTER MASTERPLAN

A local project, promoting positive connections between GIQ and the Waiwhetu community through:

- New pedestrian/ cycle connections
- Regeneration of the Waiwhetu Stream and Landscape
- Partnership with Te Atiawa.

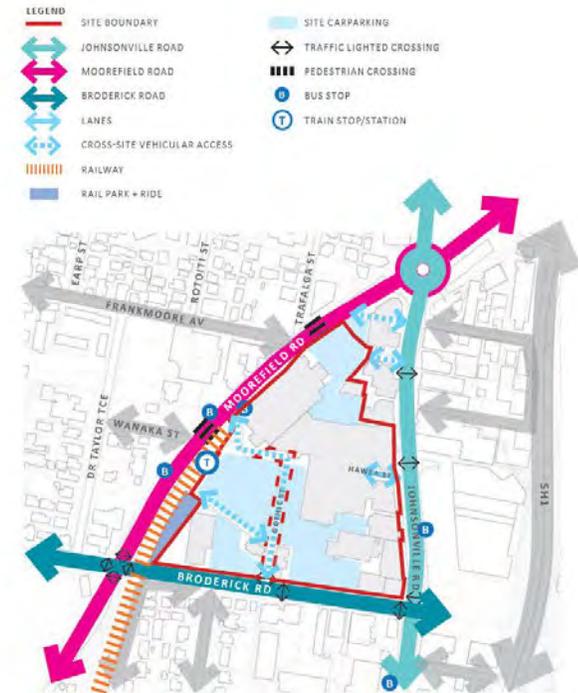
WATERLOO STATION MP EXAMPLES



Photograph from a 'block' modelling workshop exploring the masterplan scenarios for Johnsonville's Town Centre.

JOHNSONVILLE TOWN CENTRE

A local example of Transit Oriented Development with similar opportunities to link key public transport amenities with housing, retail, community and commercial services.



Building amenity and open space relationship diagram.

Observations & Challenges

PROACTIVE RELEASE

22.02 WATERLOO MASTERPLAN

athfield
architects
limited
athfield
architects
limited
athfield

**WILLIS
BOND**



Fig 1. Waiwhetu Stream - 1903



Fig 2. Construction of Water Pumping Station - 1980

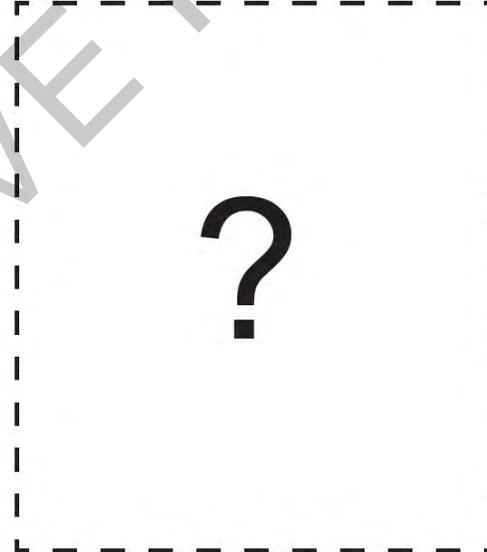


Fig 3. Future Development...?

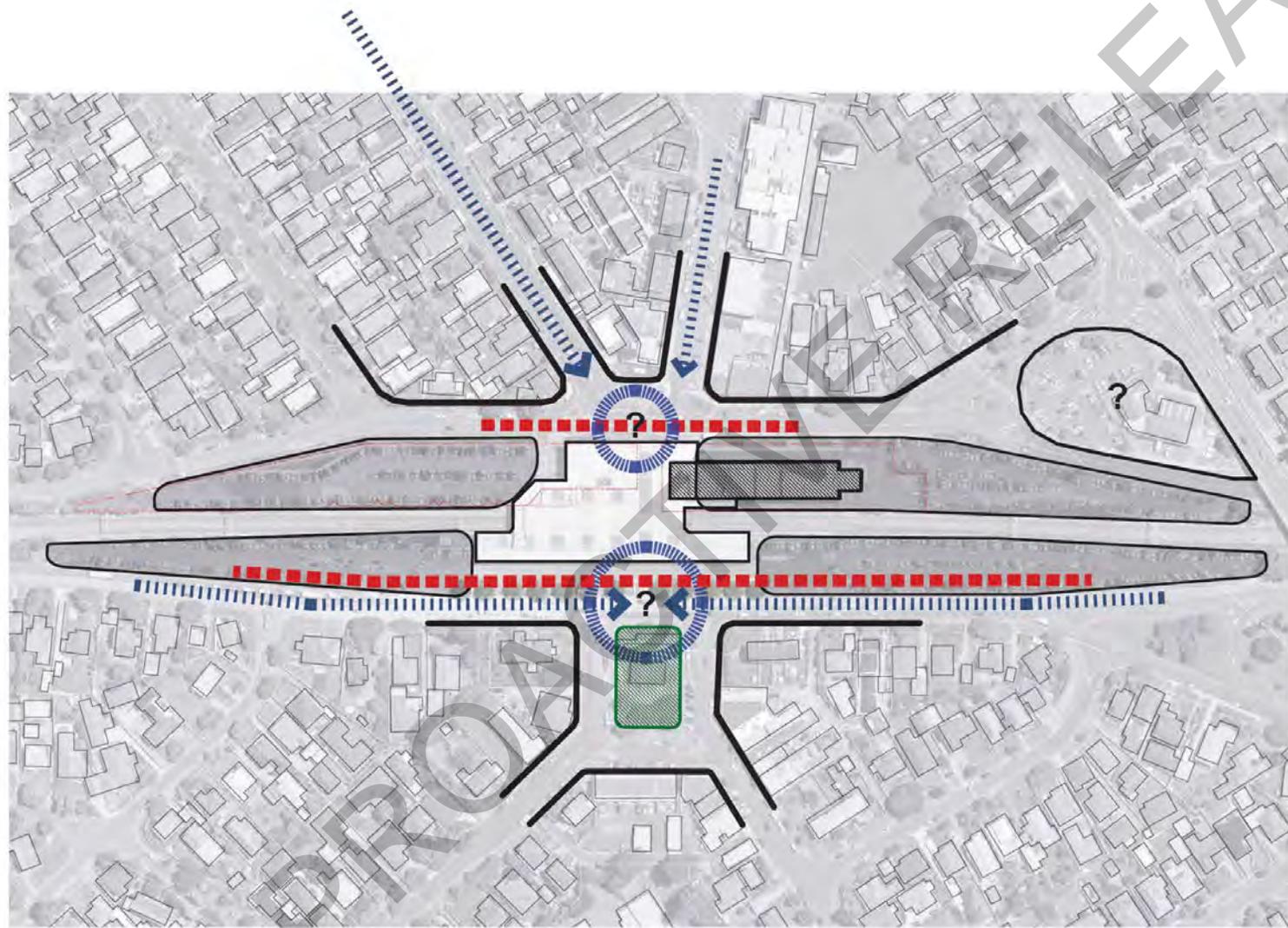
22.02 Waterloo TOD Initial Observations March 2022

athfieldarchitects.co.nz

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Wellington 6035
PO Box 3364
Wellington 6140
New Zealand
Tel 64 4 499 1727

WATERLOO STATION MP

OBSERVATIONS / CHALLENGES



- 1. Identity/Presence**
Dilapidated structure as an 'island' in a sea of carparking.
- 2. Shelter**
Overheight ineffective shelter, too exposed to elements.
- 3. Legibility**
Non-intuitive wayfinding at both urban and local scale.
- 4. Accessibility**
Subway ramps and thresholds between platforms cause generally poor/inequitable accessibility.
- 5. Interface/Connection**
Station is poorly integrated with surrounding community, streets and broader networks - bus/ped/cycle etc.
- 6. CPTED**
Observationally - inactive, poorly connected and dilapidated spaces appear problematic.
- 7. Carparking**
Not efficiently configured or legibly distributed.
- 8. Bike Parking**
Location and connection not optimally connected.
- 9. Storage**
Limited Provision?
- 10. Wellington Water Building/Infrastructure**
Potential conflicts/potential constraint.

Fig 4. Site Aerial Observations Diagram
1:2000 @ A3

WATERLOO STATION MP OBSERVATIONS / CHALLENGES

22.02
Waterloo MP
Initial Observations
Athfield Architects Ltd
March 2022

Page 3

athfield
architects
limited
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architects
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athfield

WILLIS
BOND



Fig 5. Accessibility



Fig 6. Shelter



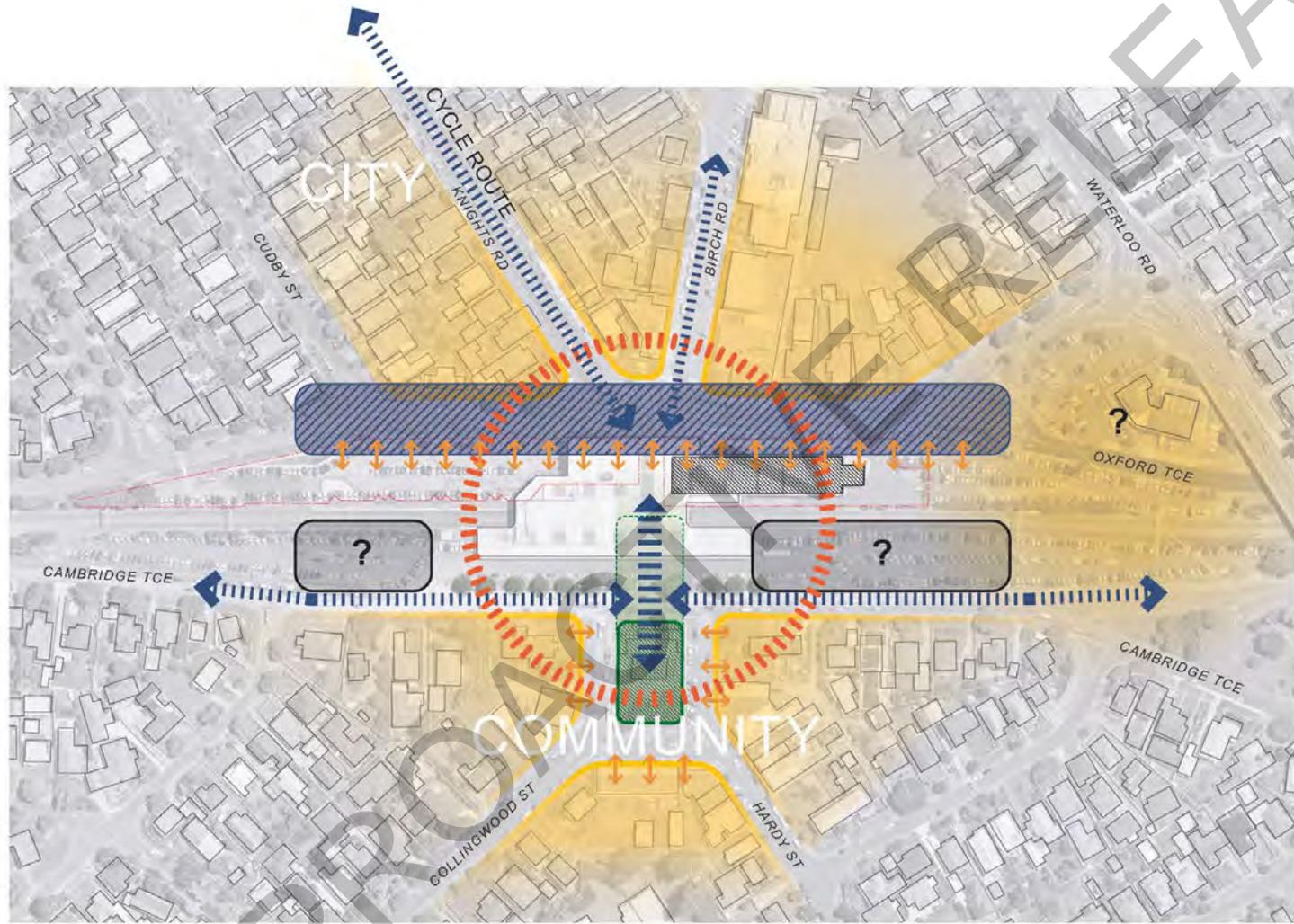
Fig 7. Interface



Fig 8. Interface

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WATERLOO STATION MP OPPORTUNITIES

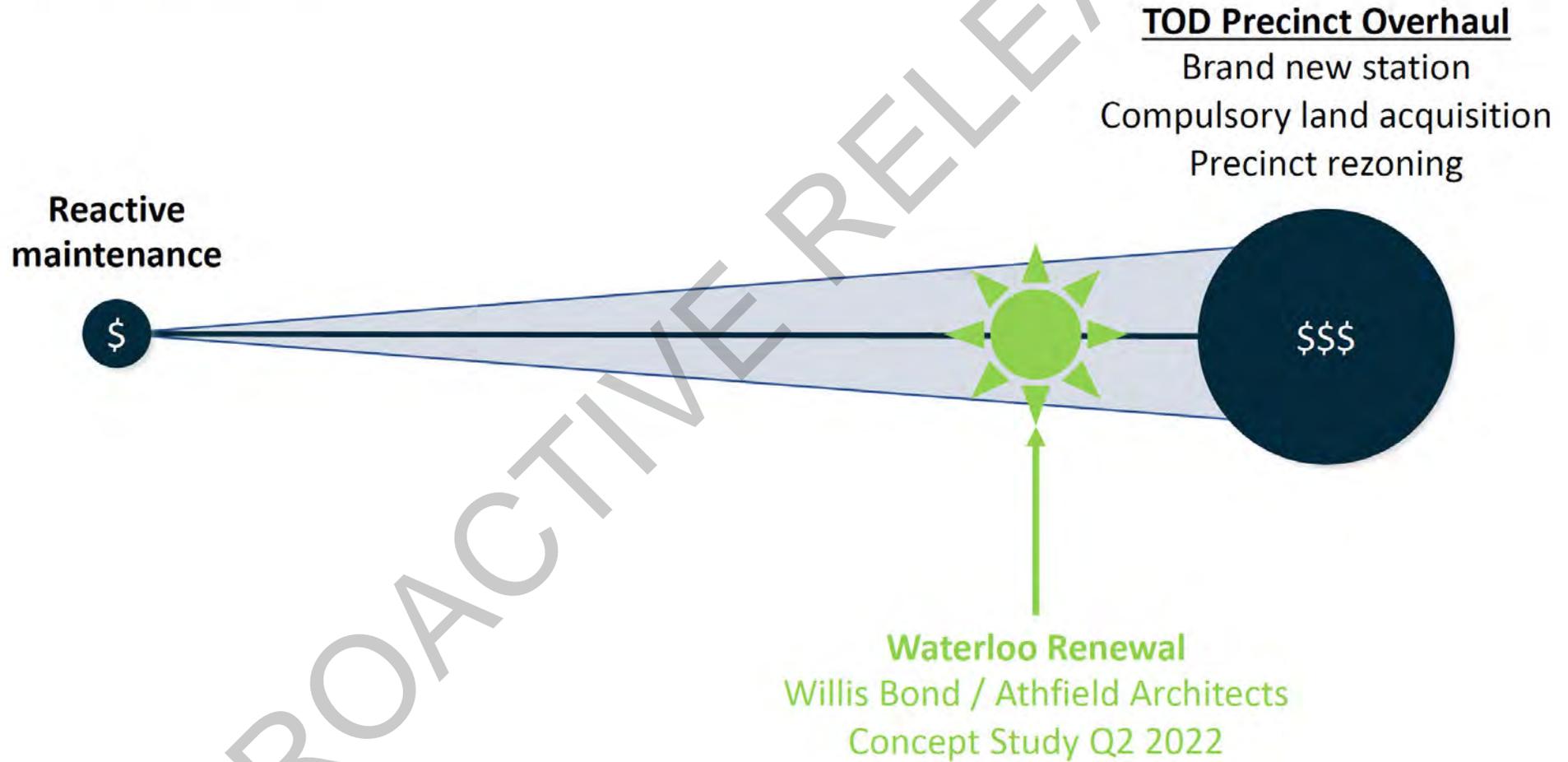


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Fig 9. Site Aerial Opportunities Diagram
1:2000 @ A3

Waterloo Renewal

Project Aspiration Spectrum



WORKSHOP QUESTIONS

In the initial research, gathering and analysis phase, Willis Bond and Athfield Architects would like to understand the key drivers from Councillor perspectives.

Transport Orientated Developments are complex and incorporate many stakeholders, each with slightly different, sometimes contradicting drivers. The following questions are intended to quickly provide us with valuable insight which will in turn, inform our concept study deliverables.

Q1: WHAT DOES SUCCESS LOOK LIKE?

- What are the fundamental aspirations for the Waterloo Renewal project? Broadly? Locally?
- What are the unique values/opportunities relating to Waterloo and its context that might differentiate a successful outcome on this project.



Q2: WHO SHOULD THE DEVELOPMENT SERVE?

- Who / where is the community this project will serve? Currently? In the future?
- What are their primary activities, interests and potential interfaces with Waterloo?



Q3: WHAT KEY AMENITIES/SERVICES/ACTIVITIES & CONNECTIONS SHOULD THE WATERLOO TOD PROVIDE?



- Specific transport related aspects?
- Specific activities/ amenities to incorporate or support / catalyse?
- Social, cultural or commercial infrastructure to incorporate / catalyse?

NEXT STEPS

Key internal & external discover sessions underway
through April 2022



Progress update & 'what next?' workshop
in June 2022



Concept Study 'reveal' in July 2022

Waterloo Renaissance Phase I: Concept Study

Brief for design work

Purpose

This brief is to inform initial discussions with the preferred architectural design consultant on the Waterloo Station Concept Study project to enable them to prepare a costed proposal for design work for the project.

Project Overview

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“Waterloo Renaissance” is the working name of the project focussed on considering approaches to the redevelopment of the current Waterloo Station to:

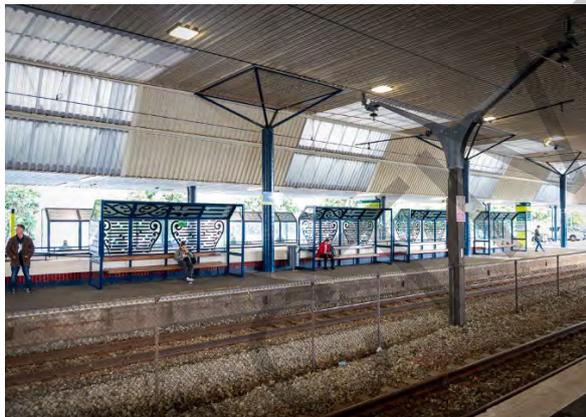
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Project Stakeholders

Land holdings at the site are held by Greater Wellington, Hutt City Council and KiwiRail who will be the keystone partners in the redevelopment project. In addition, Waka Kotahi NZ Transport Agency, Kainga Ora and Mana Whenua representatives will be project stakeholders.

Phase I Scope

Phase I is limited to developing a Concept Study of the site. This is envisaged to be an approx. 10-page 'brochure' presenting a visualised future Waterloo Station, with brief narrative on how such a future development could meet GW and key partner regional growth objectives, and how such a development could incorporate Greater Wellington's TOD Development Principles.

Key outputs for the designer include:

- Participation in project scoping activities with the project leads
- Participation in site evaluation activities including site tours
- Participation in at least one Greater Wellington-led and facilitated key stakeholder workshop

- Production of 8-12 speculative drawings of the site illustrating key potential future site features and amenities, access and customer experience, skyline, and local footprint.
- Co-production of the Concept Study brochure, including narrative, with project leads
- Participation as a co-presenter in delivery of the Concept Study to Greater Wellington executive leadership, Councillors and key stakeholders.

Phase I of the project is a discrete and bounded activity separate from any future projects associated with the redevelopment of the Waterloo site. Contracted participation in this phase does not imply or confer on the preferred designer any future involvement in the project post Phase I.

Procurement

Contracted design services for this project will be procured through direct award in line with Greater Wellington Procurement Policy and project deadlines.

Project Timelines

<i>Date</i>	<i>Activity</i>	<i>Responsible</i>	<i>Status</i>
Nov 2021	Project inception	Transport Committee	Complete
10 Jan 2022	Initiate closed procurement process	GW	Underway
TBC April 2022	Complete initial stakeholder engagement	GW	
TBC April 2022	Hold project stakeholder workshop(s)	GW & WB	
TBC May 2022	Confirm draft Concept Study structure & design	GW & WB	
TBC June 2022	Deliver draft Concept Study	GW & WB	
TBC June 2022	Deliver final Concept Study following internal review	GW & WB	
TBC July 2022	Confirm process for public engagement	GW	

Project Lead

For all matters regarding this Concept Study contact:

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GWRC Park and Ride Strategy

Council workshop 5 Apr 2018



Parking blocking circulatory roadway

Purpose of workshop

- Re-cap on previous findings – ***Why*** and ***When***
- Present key findings from Technical Note 4 – ***How to manage park and ride?***
- Would like to know:
 - Level of support for a graduated approach to demand management?
 - Level of support for introducing basic conditions and enforcement at busy stations

Technical Note 1 (Why)

Objective of Park and Ride:

Guide investment in, and management of, Park and Ride facilities over the next 30 years to:

- Enhance access to bus and rail services
- Align with strategic transport and land use outcomes
- Respond to community expectations
- To apply to bus, rail and ferry



Strategic
Location



Effective
Design



Demand
Management

Benefits of providing Park and Ride

Extends PT
network
reach

Enhances
access

Increases
patronage

Reduces
congestion



Costs/risks of providing Park & Ride

Competes with other access modes

Consumes land near PT stations

May induce localised congestion

May reinforce car use / sprawl



Principles to guide investment

Strategic Location

- Expand access to the rapid public transport network
- Intercept car commuters as early as possible
- Represent an efficient transport investment
- Respond to community needs

Effective Design

- Integrate with bus services and local transport networks
- Enhance safety, security, and amenity
- Improve environmental outcomes
- Accommodate emerging technologies
- Support future land use development

Demand Management

- Available capacity is well-used to support PT
- Prioritised for people with a genuine need to drive to the station
- Users make an appropriate contribution to costs
- Overspill parking is mitigated / managed

Technical Note 2 (When)

- Important link to urban form
- Wellington's PnR performance aligned with Auckland and SE Queensland
- Important link to station access strategies (including feeder bus)
- Suggested prioritisation framework – first stage evaluation

Technical Note 3 (Where)

- Not yet complete
- Revises prioritisation framework
- Suggested format for reporting

Station / location	Number of spaces	Occupancy at end of AM peak	Feasibility of providing PnR	Local context	Short to medium term strategy	Long term strategy
[Station name]	[Number]	[Percentage]	[Based on selection of quantifiable variables]	[Written comments]	[Retain, add, expand, repurpose] [Enforcement and management]	[Retain, add, expand, repurpose] [Enforcement and management]
...						
...						

PROAGCTIVE RELEASE

HOW – TO BEST MANAGE?

Technical Note 4 (How)

- Best practice and what happens elsewhere
- Considers a wide range of tools, including pricing
- Proposes a graduated approach to managing demand
- Principles for effective design

Why is managing demand important?

- We have significant pressure on existing facilities in some locations
- We have on-going pressure to provide more
- We have good PnR coverage compared to most other PT networks
- We have no controls – any changes (e.g. signage and enforcement) have potential to influence behaviour



How do we compare?

- Pricing is the most common method to manage park and ride demand elsewhere
- Brisbane and Auckland do not price yet but recommend doing so, and some controls (e.g. signage, minor enforcement)
- Wellington – a blank canvas

Basic theory – graduated management

1. Signage with terms and conditions
2. Targeted enforcement where excess occupancy and poor or unsafe parking practice
3. Introduce pricing when/if excess occupancy continues – potentially implement with IFT in about 2021
4. Targeted variable pricing reflecting different levels of demand and costs



Need to deal with spillover parking

- Introduction of controls at park and ride locations will impact on surrounding streets
- Need to engage and coordinate with TAs, especially in dense areas where street parking is already highly occupied
- Strategy needs to recognise and account for spillover

Pricing – be clear on reasons

1. To manage demand at new and existing facilities; or
2. To fund new park and ride facilities

Suggest that if we price, the reason for doing so is about managing demand

PROACOMMERCE RELEASE

Suggested approach – demand mgmt 1

Issue	Intervention point	Response
<i>Park and Ride Demand Management</i>		
<p>Facilities are full, and people are engaging in unsafe or unsavoury parking practices</p>	<ul style="list-style-type: none">• PnR regularly exceeds the target occupancy levels (95%) at the time that public transport users would have to reach the station in order to arrive at Wellington Station by 9 am.• Evidence of people parking on landscaped areas or footpaths, blocking accessways, or double-parking	<ul style="list-style-type: none">• Post terms and conditions at the facility• Issue warnings to infringing users• Ticket infringing users, after warnings are issued• Tow infringing users in cases of severe issues

PROVISED

Suggested approach – demand mgmt 2

Issue	Intervention point	Response
<i>Park and Ride Demand Management</i>		
Unpriced PnR facilities are full, and commuters cannot find a parking space	<ul style="list-style-type: none">• PnR regularly exceeds the target occupancy levels (95%) as above	<ul style="list-style-type: none">• Introduce a low (~\$1/day) daily parking tariff to manage parking demand to an occupancy at around the target occupancy level before 9 am, ensuring that a small share of spaces are available throughout the day.

PROACTIVE RELEASE

Suggested approach – demand mgmt 3

Issue	Intervention point	Response
<i>Park and Ride Demand Management</i>		
Priced PnR facilities are full, and commuters cannot find a parking space	<ul style="list-style-type: none">• PnR regularly exceeds the target occupancy levels (95%) as above	<ul style="list-style-type: none">• Incrementally adjust parking tariffs to manage demand, ensuring that a small share of spaces is available throughout the day.• Consider additional provision of PnR parking, especially if parking charges are likely to cover the costs of provision.

Thoughts on approach?

Suggested approach – spillover 1

Issue	Intervention point	Response
<i>Spillover Parking Demand Management</i>		
Streets near a PnR experience parking demand pressures	Streets regularly exceed a target average peak occupancy level (85%) during the midday period or other peak period	Introduce P120 time restrictions, with the ability to pay for coupons to park for longer periods (e.g. Wellington City Council's coupon parking scheme).

PROACTIVELY RELEASED

Suggested approach – spillover 2

Issue	Intervention point	Response
<i>Spillover Parking Demand Management</i>		
Streets near a PnR experience parking demand pressures, despite time restrictions and coupon scheme	Streets in the local area regularly exceed a target average peak occupancy level	Introduce hourly parking tariffs, with the ability to pay for coupons to park for longer periods. (e.g. Wellington City Council's coupon parking scheme).

Thoughts on approach?

Support for enforcement now?

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Park & Ride

Terms and conditions of parking

General notice to users of the Metlink Park & Ride scheme. The Metlink Park & Ride scheme is a service provided by the Metlink Regional Council. The Metlink Park & Ride scheme is a service provided by the Metlink Regional Council. The Metlink Park & Ride scheme is a service provided by the Metlink Regional Council.

- 1. Use of the scheme
- 2. Access to the scheme
- 3. Payment of fees
- 4. Hours of operation
- 5. Vehicle requirements
- 6. Prohibited vehicles
- 7. Prohibited activities
- 8. Liability
- 9. Dispute resolution
- 10. General



Location WAI 2



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Drivers for enforcement

Pros

- Improve safety
- Create sense of order within parking facilities
- Reduce complaints about poor parking
- Encourage shift to other first-mile last-mile modes

Cons

- Negative publicity from people whose cars are towed
- May increased pressure to provide more spaces or start pricing
- Reduce patronage / access to PT, particularly for later arrivals to PnR

Road to enforcement

- Currently we have no legal right to enforce inappropriate parking
- Need to be a Road Controlling Authority or post Terms and Conditions to create a “contract”
 - Terms and Conditions easiest and best approach
 - Propose towing, rather than fines or clamping
 - Terms and Conditions have been drafted, and been through legal review

Proposed approach to enforcement

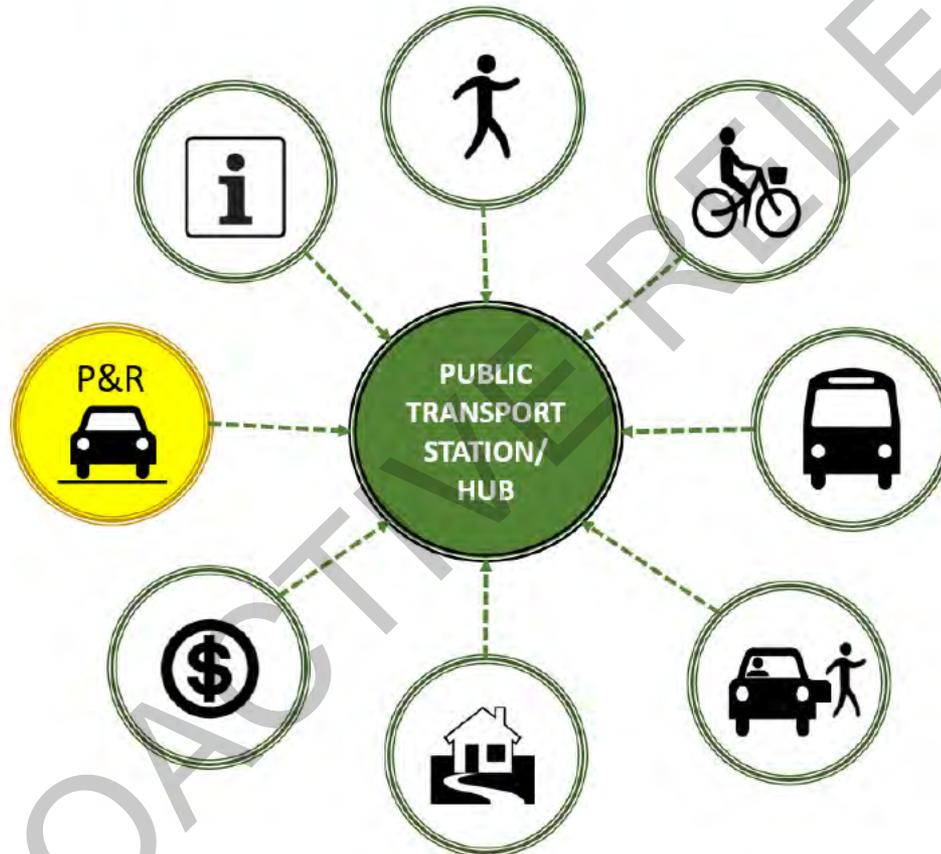
- Inform TAs, public and commuters of proposed new Terms and Conditions and enforcement
- Install T&Cs Signage at all Stations (this year's budget)
- Commence “soft enforcement” – cars parked in places of safety concern, or blocking people in
- Promote alternatives to Park and Ride (walking, cycling, free bus transfer for monthly rail holders)
- Commence target campaigns for non-commuters
- Slowly increase enforcement via towing

Next Steps

- Finalise Technical Note 3 (Where)
- Combine into draft strategy document for consultation
- Engage with TAs, rail operator, NZTA
- Request Council approval to begin communications and subsequent enforcement

Smarter Connections

A strategy for park and ride in the Wellington region



Council workshop Nov 2018

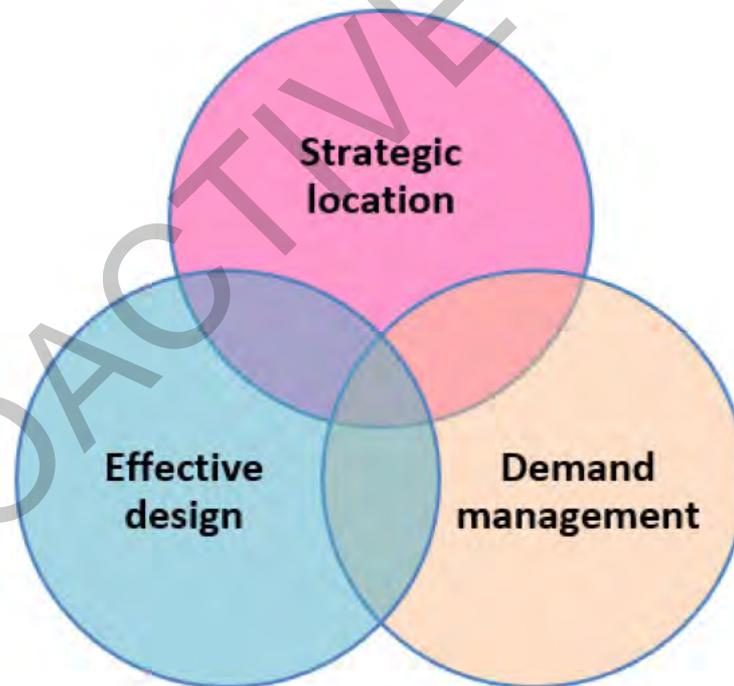
Purpose of workshop

- Update on stakeholder feedback
- Outline key changes to the document
- Discuss public consultation options

PROACTIVE RELEASE

Strategic approach

Objective - park and ride facilities are efficiently planned and managed as part of an integrated strategy to enhance access to the public transport network



How we engaged

- Dedicated meetings with officers – all local councils and NZTA
- Presentations to regional TAG, LGWM, RiverLink
- Draft discussion document and technical reports shared with all - including Transdev, Kiwirail and GWRL

Feedback themes

- Support for the proposed approach
- Support for graduated demand management and recent posting of terms and conditions
- Varying level of support for pricing – different local context/environment is important
- Investment Prioritisation Framework - a useful tool but plan for each station needs to be informed by local context
- Support for design principles – safety is important

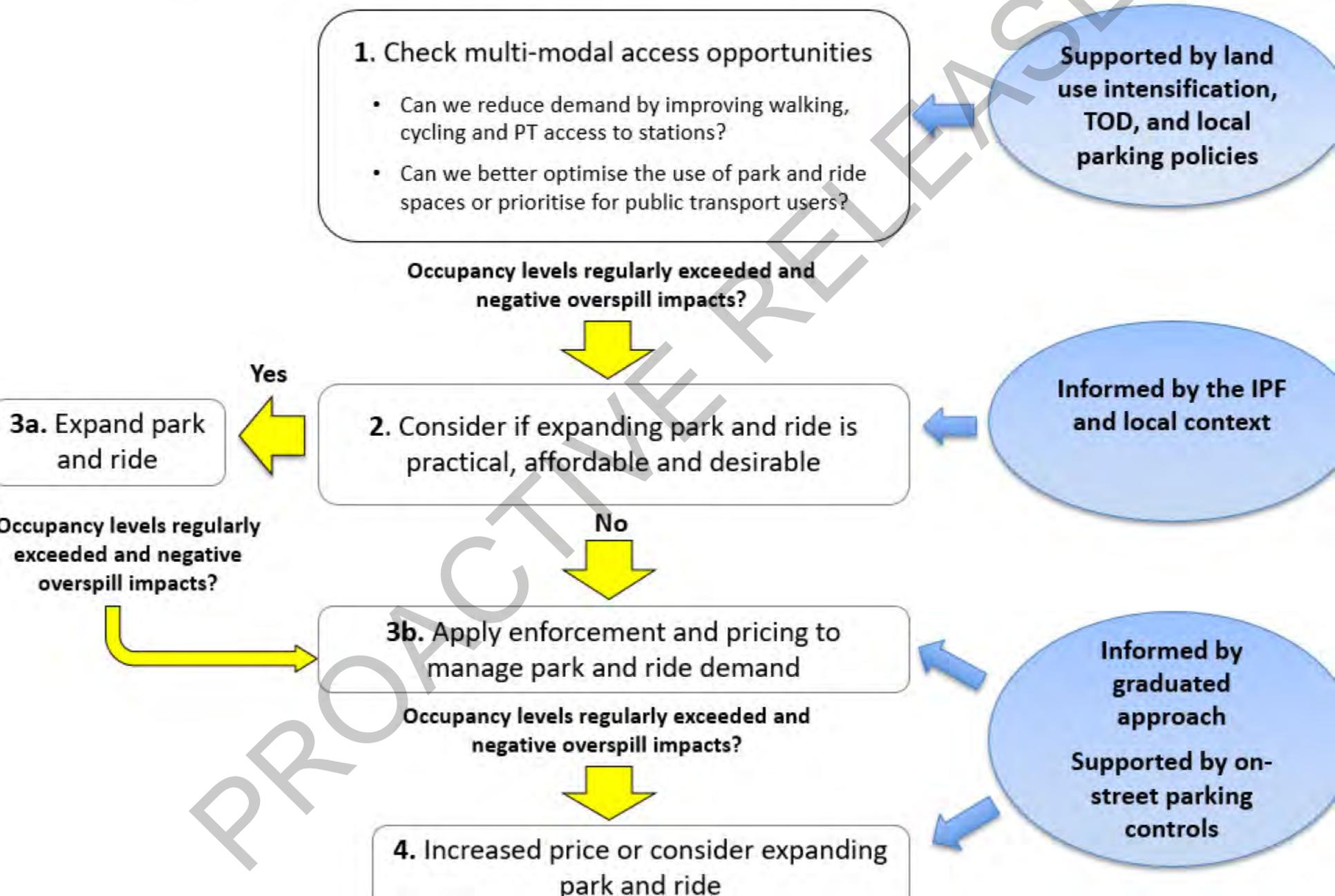
Feedback themes

- Park and ride needs to be couched in a broader multi-modal 'access to stations' context
- Opportunity for collaboration to achieve better station access outcomes
- Support for key stations to be developed based on a 'mobility hub' concept
- Clarity sought around the implementation approach and best mechanism to develop 'station access plans'

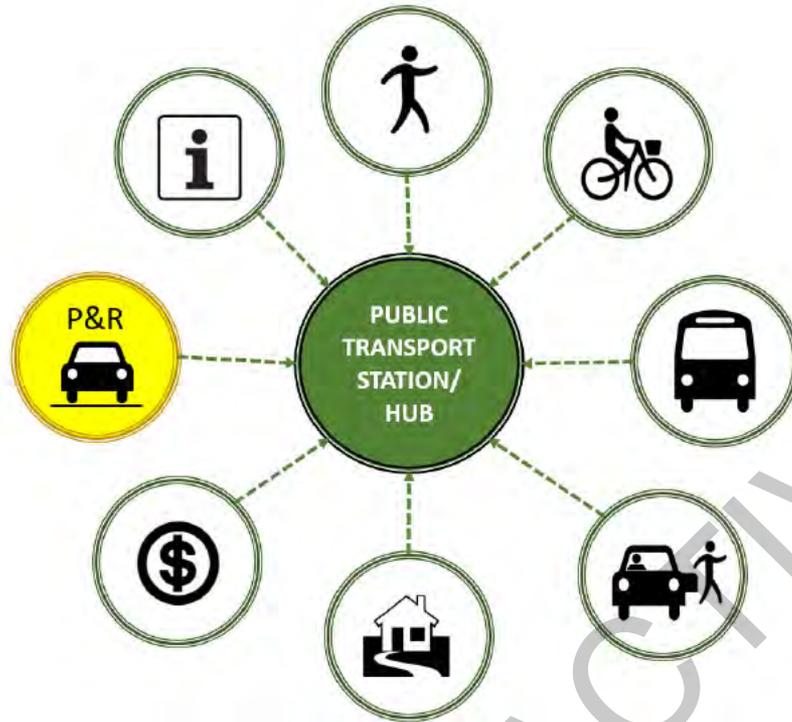
Key changes to document

- Stronger reference to park and ride as part of a broader objective to improve station access
- More local context and adjustment of short/medium/long term strategies in Table 3
- Reflect mixed views across the region about pricing of park and ride facilities
- Include decision tree diagram to provide a clearer explanation of the proposed approach (next slide)
- More on next steps to develop individual 'station access plans' with our partners (following slide)

Pathway - responding to park and ride demand pressures



Station Access Plans



Improving station access is an outcome that we should work together to achieve

Will cover:

- Walking, cycling, bus connections
- Cycle parking
- Drop offs/pick ups
- Priority parking – mobility impaired, car-pool, short stay
- Information, signage, ticketing

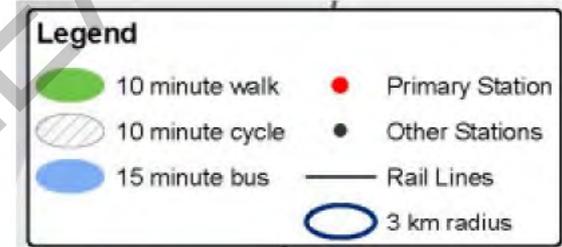
Will be:

- Collaborative
- Multi-modal and integrated
- Flexible and future focused

Will involve:

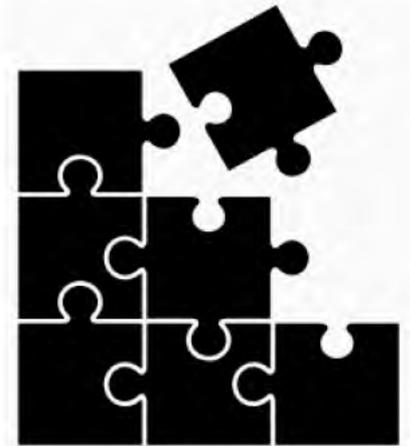
- GW, TAs, NZTA (+ others)
- Land and local transport networks around stations
- Stations and P&R facilities

Information to assist – station access



Where does this document fit?

- A standalone strategy ✓
- A framework to assist decision makers ✓
- A framework to assist GW officers ✓
- Informs new policy in PT Plan ✓
- Informs public and partners of our approach ✓



Public consultation considerations

- Timing – current sensitivities/risks
- Need to communicate in broader context of ‘improving options to get to stations’
- Need to explain the ‘why’, not just the ‘what’ – i.e. the value proposition
- Strong links to other processes – PT Plan review, Rail Plan review

Public consultation options

- Consult solely on Park and Ride Strategy
- Consult via the PT Plan review process:
 - New policy
 - Strategy as a background document
- Endorse directly via Sustainable Transport Committee



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SMARTER CONNECTIONS

Key themes and policies for public consultation
through Regional PT Plan

Council Workshop

8 October 2020

Tim Shackleton – Manager, Strategy & Investments

Emmet McElhatton – Principal Policy Advisor

Proudly part of



PURPOSE

- To brief you on the key principles and policies in the Smarter Connections Strategy
- To agree on the public consultation focus for the Smarter Connection parts of the Regional PT Plan

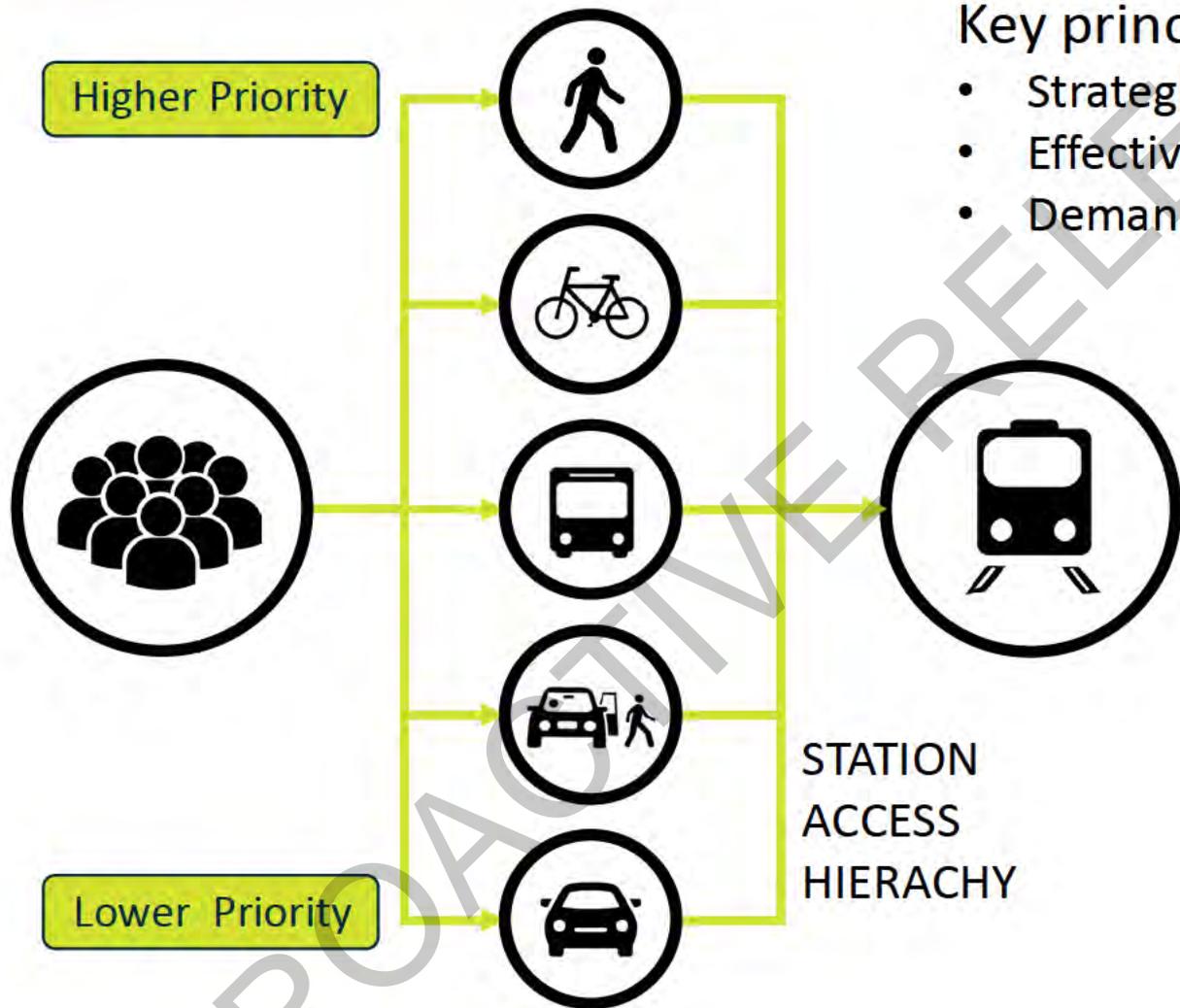


CONTEXT

- Mode shift is a strategic priority – GW & GPS 2021
- Using land in a more sustainable, socially focussed way
- Fiscal constraint
- Station design and access
- Improving environmental outcomes
- Regional PT Plan consultation



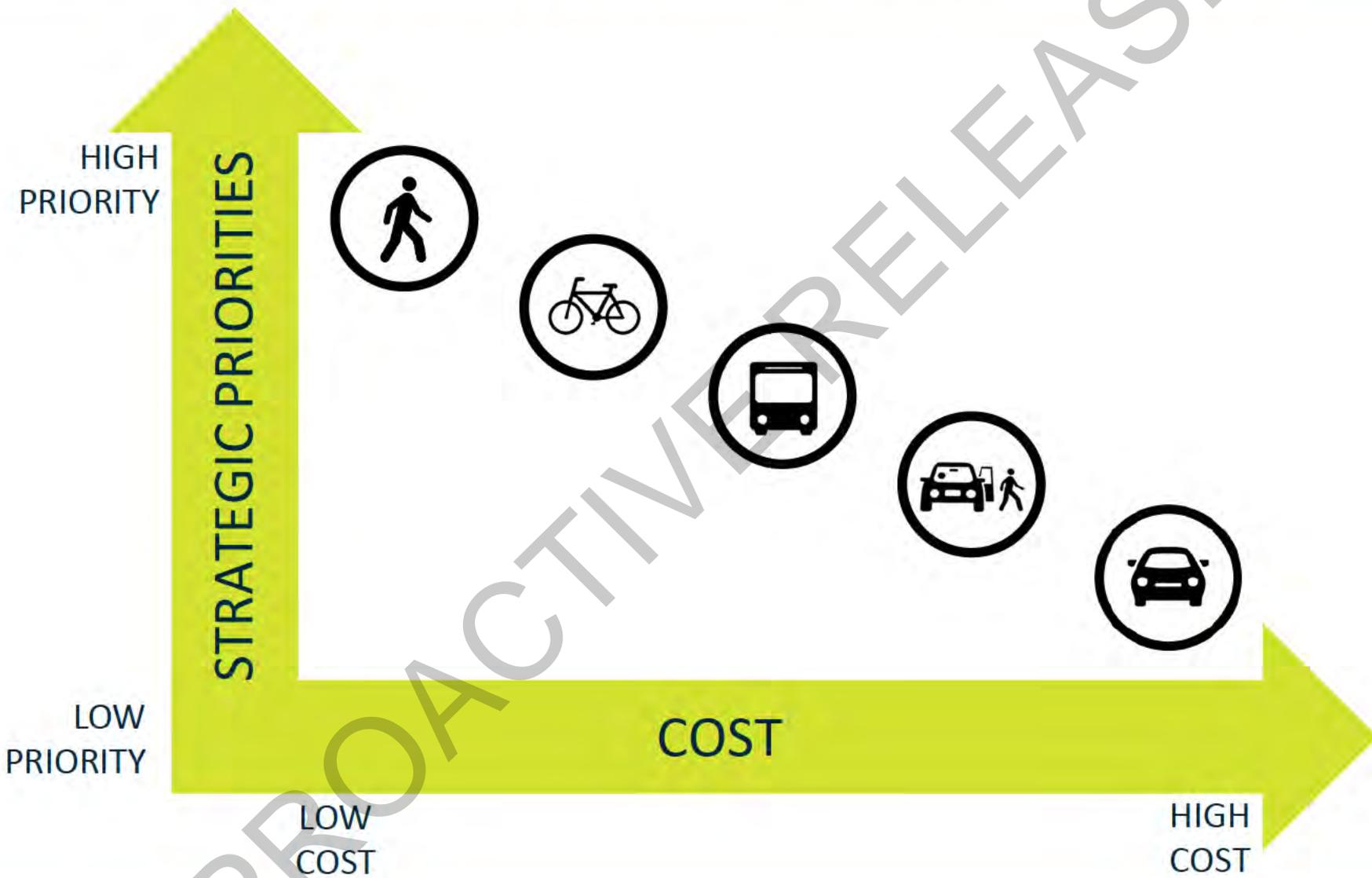
KEY PRINCIPLES



Key principles of strategy:

- Strategic locations
- Effective design
- Demand management

COST/BENEFIT FOR STATION ACCESS



TA FEEDBACK

- Recognising differences across TAs
- Importance of managing demand
- Modelling demand growth
- Future charging and enforcement policies and impacts
- Importance of Safety and accessibility.
- Environmental considerations



CONSULTATION THROUGH PT PLAN

Key sections and principles of the Smarter Connection Strategy will be incorporated into the 2021-31 PT Plan and consulted on through the public consultation process (Feb-Mar 21).





PROACTIVELY RELEASED