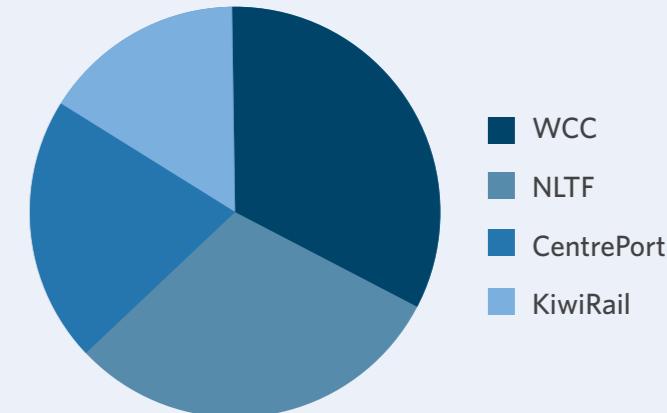


# ACCESSING WELLINGTON'S PORT AREA RECOMMENDED PROGRAMME

## KEY PROBLEMS

	Throughput by rail	Journey delay	Journey reliability	Ferry terminal access legibility	Ferry terminal access capacity
<b>Access and space</b> to, from, through and within the port area is constrained and inefficient, impacting growth. Performance against investment objectives	50%	40%	30%	20%	10%
<b>The Port is a key enabler to recovery</b> after a high impact, low probability event, but the network infrastructure to and from the port area is vulnerable to such an event, further risking the Region's ability to recover. Performance against investment objectives					

## INDICATIVE CONTRIBUTION FROM CO-INVESTORS



## RECOMMENDED PROGRAMME

Outcomes
Additional capacity for <b>7 years'</b> growth in road freight capacity at the Hinemoa St port gate on forecast growth rates
OR Average <b>30 seconds</b> less travel time per truck leaving the port
<b>20%</b> greater ability to use rail to access the port through additional siding length
<b>4</b> less uncontrolled conflicts and improved legibility for ferry access
Controlled pedestrian connection between the port area offices and the CBD
Programme investment profile <b>H/H/1-3</b>
Programme cost range <b>\$27 - \$33m</b>

ACTIVITY	Small scale infrastructure interventions					Productivity and demand interventions					Port gate optimisation improvements (hours of operation, more freight by rail)
	Redirect cyclists along Thorndon Quay	Separate office park access	Reconfigure rail sidings	Reconfigure Hinemoa Street intersection	Ferry terminal access improvements	CBD parking strategy	Travel plan for office park	Improve information and legibility	Signal optimisation for port movements	WCC	
Timing	1-3 years	1-3 years	1-3 years	1-3 years	1-3 years	1-3 years	1-3 years	1-3 years	1-3 years	WCC	5-10 years
Cost	\$7m	\$1m	\$10m	\$1m	\$5 - \$10m	\$0.2m	\$0.05m	\$0.5-\$1m	\$0.05 - \$0.1m	N/A	Varies
Consequential Opex	tbc	\$10-15k/year	Nil	Nil	\$10-15k/year	Nil	\$20-30k/year	Varies	Nil	N/A	Varies/commercial
BCR	1-3	1-3	<1	1-3	<1	N/A	N/A	N/A	N/A	NA	N/A
Cost of IBC/DBC	\$500k	\$100	NA	NA	\$150	NA	NA	\$100k	NA	NA	NA
Organisation	WCC	WCC/CentrePort	KiwiRail/CentrePort	WCC/CentrePort	WCC	WCC	WCC	WCC	WCC	CentrePort	

Level of certainty    High    Medium    Low    Business need dependent

# ACCESSING WELLINGTON'S PORT AREA

The port area is one of the economic gateways to Wellington, providing a freight hub and access and distribution for goods to and from Wellington, as well as forming a major City Centre gateway. The port area also forms the principal link between the North Island and the South Island, a connection of national significance.

Wellington is vulnerable to a High Impact, Low Probability (HILP) event and the Port's ability to receive supplies from the sea provides an essential function in enabling recovery from events such as earthquakes to the central Wellington region.

The vision for the port area is for access that is efficient for all transport modes to, from and through the port area, enabling growth in both the port area and the city.

There are problems in the port area that can be addressed through immediate investment to improve access to the Port at its main entrance and to improve access and legibility to the ferry terminals. These, along with a range of demand management and productivity improvements provide a programme right-sized for the scale of the port access 'problem' in transport terms.

While the scale of the recommended programme is relatively small, there are a number of larger programmes that have been identified. These are dependent upon several other key projects that will impact when, or if, these larger programmes are triggered. These are:



## PROGRAMME MULTI-CRITERIA ASSESSMENT

The programmes are different combinations of activities. Alternative programmes were developed and assessed against the investment objectives and other criteria.

	Productivity & demand management programme	Small scale programme	Medium scale programme	Ferry terminal redevelopment programme	State highway connections programme	Aotea Quay upgrade programme
Outcomes	IO1: Freight throughput by rail	1	2	2	2	2
	IO2: Travel time delay	1	1	2	3	3
	IO2: Journey time reliability	1	1	2	3	3
	IO3: Ferry terminal access legibility	0	2	2	3	2
	IO3: Ferry terminal access capacity	0	0	1	3	1
	IO4: HILP event recovery time	0	0	1	2	2
MCA	Feasibility	+++	+++	++	+	+
	Affordability	-	-	-	---	---
	Public / Stakeholders	-	-	-	---	---
	Risk	-	-	-	---	---
Cost (\$m)	Cost estimate (upper and lower bound)	\$5 - \$6m	\$27m - \$33m	\$70m - \$96m	\$206m - \$334m	\$198m - \$276m
BCR	Value for money	+ 1-3	+ 1-3	-	--	--
	Benefit cost ratio	1-3	1-3	<1	<1	<1
<b>Recommended programme</b>						



STAKEHOLDERS INVOLVED IN THE PBC			
Trigger	Time	Uncertainty	Description
Substantial redevelopment of the Interislander ferry terminal area (Project Phoenix)	Pre 2020	Reasonably foreseeable	Ferry access is inefficient, illegible and facilities are under capacity. A business case for a significant upgrade of the ferry facilities as part of a wider strategy involving freight and tourism would logically be supported by investment in transport access.
Increased capacity on SH1 as a result of N2A improvements	Post 2020	More than likely	Potential improvements to the SH1 Ngauranga to Airport route is likely to influence route choice and mode priorities along the Quay. The role of port access should be considered as part of this.
Growth of freight movements in the port area	Post 2020	Hypothetical	Should an agreed position and funding plan among stakeholders be reached in terms of the Port's ongoing growth and economic contribution to the Wellington economy, changes to Aotea Quay may be considered.

## IMPLEMENTATION PARTNERS

The outcomes of the PBC will likely be delivered in partnership with a range of organisations. The recommended programme is primarily the responsibility of Wellington City Council, KiwiRail and CentrePort. Investment and implementation of dependent programmes will require a joint approach involving all co-investors.

Co-investor	Outcomes/responsibility
The NZ Transport Agency	- State Highway 1 4th lane - On/Off-ramps and Aotea Quay/SH1
Wellington City Council	- Aotea Quay/Waterloo Quay operations and improvements - Hutt Road improvements - Pedestrian/cycle connections
CentrePort	- Port side operations - Port access and circulation
KiwiRail/Interislander	- Rail sidings and operations - Ferry terminal improvements and operation - Freight terminal
Strait Shipping	- Ferry terminal improvements and operation
Greater Wellington Regional Council	- Resilience - Strategic transport planning - Majority owners of CentrePort