

MIN-2978: Information on Let's Get Wellington Moving (LGWM)

Sent to Minister Genter's office on 30 January 2019

Minister Genter has asked for some further information ahead of the LGWM Governance Group meeting on Thursday, in particular:

- Details on the most recent public transport service plan developed in conjunction with LRT for Wellington
- The modelling that shows the programme functioning together to deliver benefits.

(9(2)(a) [redacted]), Minister Genter's office, 29 January 2019)

I note that the light rail presentation is "one of a number of inputs" used to inform mass transit options, I'm just wondering if the team could let me know what else has been used and if it's possible to provide any info on this?

(9(2)(a) [redacted]), Minister Genter's office, 30 January 2019)

The Details on the most recent public transport service plan developed in conjunction with LRT for Wellington

As input to our work on mass transit options, LGWM commissioned MR Cagney to provide advice on how the public transport system could be reconfigured for light rail. This is summarised in the attached presentation 'Wellington light rail – public transport network integration concepts'. It is important to note that this presentation is just one of a number of inputs LGWM has used to inform mass transit options in Wellington.

The proposed mass transit is an integral part of the RPI, the development of which has been informed by various packages of work that have contributed to the draft LGWM programme business case. There are approximately 40 key documents spanning from third party technical reports, such as transport modelling outputs, to reports generated by the LGWM core project team on specific areas, such as transport system resilience. The key information from these reports has informed the various sections of the programme business case, including the mass transit options and RPI.

The MR Cagney presentation and other technical documents referred to above have not been released publicly, and it is inappropriate to share them with others at this stage. Once the programme business case is approved for release, LGWM intends to make all the contributing reports available to the public.

The modelling that shows the programme functioning together to deliver benefits.

A summary assessment of the estimated costs and benefits of the LGWM programme and the main elements within the programme was provided to you in the MoT briefing paper 'OCR190017 Response to the Councils' proposal for Let's Get Wellington Moving'.

As mentioned in that briefing paper, the primary focus of LGWM's analysis to date has been to determine the benefits and costs for the draft RPI as a whole programme, rather than for the individual elements that make up the programme. At this stage of the process, benefit/cost analysis

has been undertaken only at the programme level to determine whether to progress the programme to the next stage.

The sequencing work LGWM has undertaken at the programme level has provided a very limited incremental benefit/cost analysis of the larger individual elements within the programme. This sequencing work, along with the team's professional judgement, informed the indication of indicative benefit/cost ratios for individual programme elements that was included in MoT briefing OCR190017. This work suggests that, due to interdependencies between programme elements, and the network effects that accrue when the programme elements work together, the programme as a whole has significantly greater benefits than the individual elements. However, at the level of detail that the programme has been modelled at, we are not, at this stage, able to quantify that difference.

The next stage of the LGWM project would allow the preparation of detailed business cases and would include a more-detailed assessment of options for each programme element including their benefits and costs. This would also provide a more detailed consideration of the interdependencies between the different programme elements, and their impact on the benefits of the full programme.

Proactively released by the NZ Transport Agency