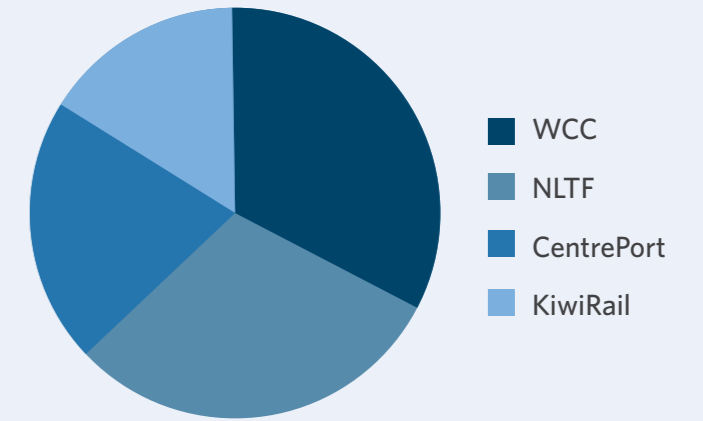


ACCESSING WELLINGTON'S PORT AREA RECOMMENDED PROGRAMME

KEY PROBLEMS

<p>Access and space to, from, through and within the port area is constrained and inefficient, impacting growth. Performance against investment objectives</p>	
<p>The Port is a key enabler to recovery 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</p>	<p>The recommended programme is not effective in addressing the resilience investment objective as no new, more resilient infrastructure is included within the programme. However, the PBC has identified three more substantial potential programmes that are effective in improving resilience through adding significant new or replacement infrastructure. These are proposed to be explored further as part of the Phoenix Project.</p> <p>The programmes that involve significant new, resilient infrastructure are dependent on a number of actions or conditions identified on page 2. It is also recognised that there is a concurrent Resilience Programme Business Case being developed which will form a programme for providing for major event recovery.</p>

INDICATIVE CONTRIBUTION FROM CO-INVESTORS



RECOMMENDED PROGRAMME

Outcomes

Additional capacity for **7 years'** growth in road freight capacity at the Hinemoa St port gate on forecast growth rates

OR
Average **30 seconds** less travel time per truck leaving the port

20% greater ability to use rail to access the port through additional siding length

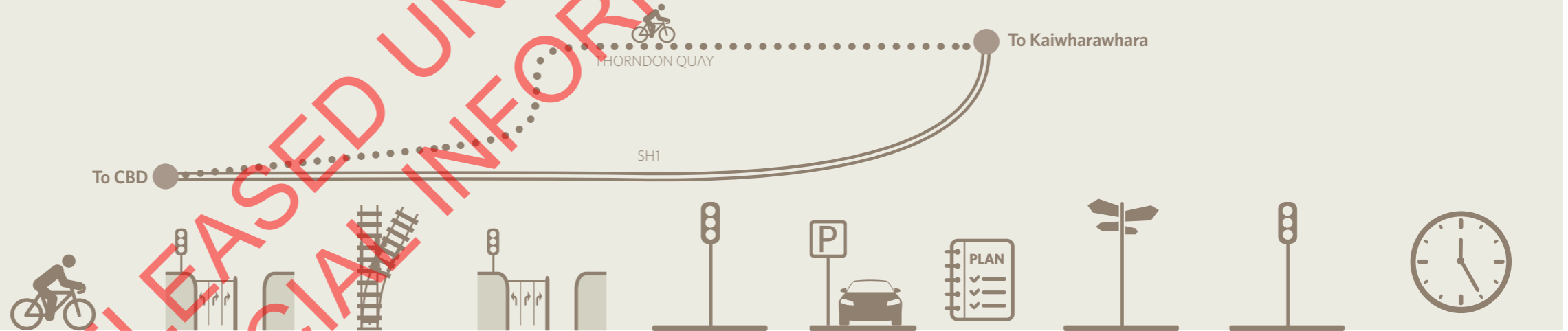
4 less uncontrolled conflicts and improved legibility for ferry access

Controlled pedestrian connection between the port area offices and the CBD

Programme investment profile **H/H/1-3**

Programme cost range **\$27 - \$33m**

The recommended programme is a combination of small infrastructure interventions as well as a number of productivity and demand management interventions.



ACTIVITY

	Small scale infrastructure interventions					Productivity and demand interventions				
	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	Port gate optimisation improvements (hours of operation, more freight by rail)
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	5-10 years
Cost	\$7m	\$1m	\$10m	\$1m	\$5 - \$10m	\$0.2m	\$0.05m	\$0.5-\$1m	\$0.05 - \$0.1m	Varies
Consequential Opex	tbc	\$10-15k/year	Nil	Nil	\$10-15k/year	Nil	\$20-30k/year	Varies	Nil	Varies/commercial
BCR	1-3	1-3	<1	1-3	<1	N/A	N/A	N/A	N/A	N/A
Cost of IBC/DBC	\$500k	\$100	NA	NA	\$150	NA	NA	\$100k	NA	NA
Organisation	WCC	WCC/CentrePort	KiwiRail/CentrePort	WCC/CentrePort	WCC	WCC	WCC	WCC	WCC	CentrePort

Level of certainty: High (dark blue), Medium (medium blue), Low (light blue), Business need dependent (very light blue)

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:

a) The 'Phoenix Project' which is a potential re-development of the Interislander ferry terminal area between Centreport, Kiwirail and Interislander.

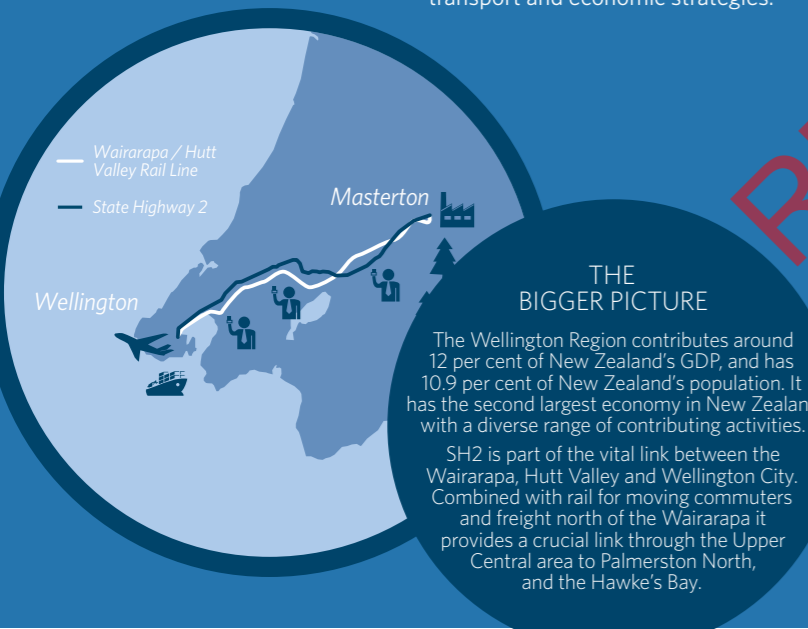
b) Understanding the scenarios and desired outcomes for the Ngauranga to Airport (N2A) corridor.

There is a need for a joint approach between all parties to progress 'Project Phoenix' to understand the potential complexities of the proposal and to demonstrate the investment story and for the N2A PBC to inform and be informed by this PBC.

Taking a 'whole of journey view' the PBC established that deficiencies with the reliability and quality of access to, from and through the port area occur largely outside of the port area itself and are highly connected to SH1 and SH2. The SH2 aspect has been considered within the SH2 Te Marua to Ngauranga PBC.

While outside the core scope of the problems as defined, CentrePort has identified that removing the inefficiencies for freight operations created by Aotea Quay such as a complete relocation or partial grade separation, could generate wider economic benefits, through increased port efficiency that may be considered by investors.

The recommended programme enables the port area to continue to grow and provides a range of improvements for all modes. Dependent programmes provide opportunities to address major port access problems as part of wider transport and economic strategies.



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 wmanagement 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	2
	IO2: Travel time delay	1	1	2	3	3	3
	IO2: Journey time reliability	1	1	2	3	3	3
	IO3: Ferry terminal access legibility	0	2	2	3	2	2
	IO3: Ferry terminal access capacity	0	0	1	3	1	1
IO4: HILP event recovery time	0	0	1	2	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	\$548m - \$821m
	BCR	Value for money	+	-	--	--	---
	Benefit cost ratio	1-3	1-3	<1	<1	<1	<1
			Recommended programme				



TRIGGER POINTS

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