



# Briefing: NLTP 24–27 Update

## 16 August 2023 6.31pm

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### Attendees

**Elected Members:** Cr Briggs, Cr Brown, Cr Edwards, Deputy Mayor Lewis, Cr Mitchell, Cr Morgan, Cr Parkin, Cr Shaw, Cr Stallinger, Mike Fisher and Kaz Yung (Petone Community Board).

**Staff:** K Puketapu-Dentice, Director Economy and Development, J Kingsbury, Head of Transport, T Biggins (Riverlink), D Millin, Principal Advisor – Micromobility Programme (via audio-visual link), K Stannard, Head of Democratic Services and H Clegg, note taker (via audio-visual link).

### Apologies

Mayor Barry, Cr Barratt, Cr Dyer, Cr Tupou.

### Presenters

Jon Kingsbury, Tom Biggins and Declan Millin, Principal Advisor – Micromobility Programme.

### Key Objectives of the Briefing

The purpose of the briefing is to explain the approach of key decisions required for and dates for the NLTP 24–27.

# Introduction

The Head of Transport introduced the speakers.

## Presentation by Jon Kingsbury, Head of Transport

**Slide 1** (Header)

**Slide 2** – Briefing purpose – including dates as we know them now

**Slide 3** – Approach, Key Decisions and Dates title page

**Slide 4** – Approach, Key Decisions and Dates – the upcoming report to Council will request a Council decision on the projects to be put forward to the Regional Programme. These would be assessed by Greater Wellington Regional Council (GWRC) along with submissions from all other regional councils. GWRC will then propose a regional proposal to Waka Kotahi for its final decision.

It was explained that there is generally a National Policy Statement at this stage of the process. However, due to the climate events in the North, Waka Kotahi resources have been diverted, and the Policy has not yet been released. Officers have assumed resilience and modal shift projects will be priorities. However, these are not confirmed.

**Slide 5** – Proposed NLTP 24-27 Business Case Projects

**Slide 6** – Cross Valley Connections – shows what officers are working on now, noting that these costs are unrealistic, and the stages remain current. If there is a change in government, the priorities will change, as a National-led government is likely to focus on vehicle transport (with only shovel-in-the-ground projects for other forms of transport being considered). In contrast, a Labour-led government would focus on alternative modes of transportation.

**Slide 7** – Cross Valley Connections – Timings – officers are proposing to undertake design stages (design, consultations, confirmed costings and resource consents) for the Gracefield Interchange and Cross Valley Link projects (approximately three years' worth of work), with construction being staggered. Officers are keen to understand if that is an option Council supports.

**Slide 8** – Micromobility – The Waterloo to CBD beltway extension is no longer a Low Cost, Low Risk project, so officers are finishing design and costings and putting it forward for the NLTP 24-27. It was noted that Transport Choices funding won't be funding the CBD project and that Foodstuffs and Stride Investments are particularly concerned with this project. Council has implementation funding for the design (90%), and further decisions will be required at the next Council meeting. It is possible the construction cost will be \$10M.

Members were advised that Walking and Cycling Activity Class funding from Waka Kotahi totals \$330M for the whole country for this period. It was also reported that the Ngauranga to Petone and Te Horo Nuku projects account for nearly all nationwide funding and that a change in government may see this fund total change.

Community connections – The Naenae project has been taken out of the NLTP 24-27 to enable officers to undertake more work, community engagement, and finish the business case. The Jackson Street and Esplanade projects have also been removed to enable more work. The optimisation of the Esplanade includes a shared path at a cost of approximately \$35M – traffic improvements included. Also, depending on options for the Waione Bridge, a possible cycle clip-on will add more money. These projects will be reported to Council for consideration in due course.

**Slide 9** – Te Awa Kairangi Riverlink – Tom Biggins. The slides provide a refresher on the 2021 LTP. The project has secured pre-implementation funding, and the team are now working on further design work to get cost

estimates for actual implementation – they hope to secure this for the first batch of work.

Regarding the intersection upgrades – the left one is on hold, while the one on this side of the river is estimated to be completed in mid-2025.

**Slide 10** – Te Awa Kairangi Melling Bridge upgrade intersections for completion in mid-2025, which will provide better control of traffic flows.

**Slide 11** – Te Awa Kaitangi Pedestrian cycle bridge – The new train station will be one of the first to be constructed, and these two projects will be co-ordinated.

**Slide 12** – Te Awa Kairangi Walking and cycling paths – these elements could be available for NLTP funding as they are within the river corridor.

**Slide 13** – Te Awa Kairangi – Central city improvements could be eligible for funding, should funding be available and design work is currently underway. There are options to seek funding from four sources: additional NLTP funding, Development Contributions, Parks and Reserves Investment Strategy funding, and HCC LTP funding.

**Slide 14 - Other** projects/programmes – The Head of Transport explained the cycleway from Waterloo station along Waterloo Rd is scheduled to be completed in 2025, and officers require direction as to prioritise the two other pieces of work to connect to it.

Speed reviews will require engineering treatments, eg, Harcourt Werry Dr issues, including drag racing. Officers are investigating options to reduce speeds, including raised pedestrian platforms (which cost \$150,000 each).

Silverstream Bridge is due for replacement. UHCC has included it in its LTP – they pay 2/3, and HCC pay 1/3. The project relies on Waka Kotahi funding and Waka Kotahi treatment of the SH2 intersection. Members were advised the bridge currently sits below the 1:100yr flood level.

Eastern Hutt Rd Resilience – business case works are ongoing. The final list of suggested projects will be reported to Council in a couple of months. Members were advised there is community interest in installing a shared path.

Safety Promotion Programme – this programme does not have a large budget but has resulted in better use of shared paths by working with schools.

Te Horo Nuku – investigations are occurring regarding a higher seawall for Lowry Bay and providing for future-proofing for better resilience. Council will consider this in due course.

The walking and Cycling Strategic Plan will be considered by Council in due course, with its purpose being to connect all the pieces of walking and cycling infrastructure.

**Slide 15** – Approach for LCLR Projects title page.

**Slide 16** – Low cost, low risk projects – (projects with a value of less than \$2M).

There are approximately 130 projects on the list, with most coming from requests from the community and most regarding requests for pedestrian crossings. The Traffic Subcommittee will consider a prioritisation report.

**Additional Slide** – visually showed all transport projects on a map of the city, indicating every part of the city was impacted by the variety of large, medium and small transport related projects underway.

## Questions and discussion points

The Head of Transport answered questions from members:

- He explained a historical agreement between UHCC and Council has resulted in Council being responsible for contributing to the upgrade of the Silverstream Bridge.

- He explained that Waka Kotahi may contribute to a completely upgraded Silverstream interchange; however, that was not listed in its immediate plans and could cost upwards of \$100M. He advised that Council could realistically expect to be required to contribute \$40M in 10 years.
- He advised a second bridge at Stokes Valley would add resilience. However, such a project would struggle to obtain Waka Kotahi funding as it does not even feature in Waka Kotahi's long term plan. He noted that second accesses from Stokes Valley and Wainuiomata had been discussed for many years. Given the sizeable existing work programme, Council did not have the resources to investigate either.

## Next steps

- Council will consider a report outlining proposed NLTP 24-27 projects. Members are asked to provide a steer on the prioritisation of projects.
- Council discussed combining the Gracefield Interchange and Cross Valley Link design stages.
- Council will consider the Waterloo to CBD Beltway project.
- Council will consider the Naenae and Esplanade projects in due course.
- Council will consider the Eastern Hutt Resilience programme before the year's end.
- Council will consider the Lowry Bay seawall resilience options.
- Council will consider a Draft Walking and Cycling Strategic Plan.
- The Traffic Subcommittee/Council will consider prioritising Low Cost, Low Risk projects.

## Briefing materials

**Attachment 1** – Presentation: NLTP 24-27

**The briefing closed at 7.00pm.**