



Wellington Regional Hospital Travel Action Plan

Greater Wellington Regional Council in partnership with Capital and Coast District Health Board

February 2021

Introduction

- This is a travel action plan for staff working at Wellington Regional Hospital.
- It has been jointly developed by the Capital & Coast District Health Board (CCDHB) and Greater Wellington Regional Council (GWRC) with support from Waka Kotahi and Wellington City Council (WCC).
- It is supported by a business case that has been prepared for Waka Kotahi, CCDHB and GWRC.



The need for action

- Around 5,000 people work at the Wellington Regional Hospital campus + patients and visitors = **significant transport demand**
- Staff travel is car dominated = challenging to park in surrounding streets = **stress on staff**
- Emerging urgency around the need to contribute towards emissions reduction
- **Change is coming...**
 - Development in the Newtown area
 - On-street parking controls
 - Cycleways and bus priority lanes
 - Let's Get Wellington Moving
 - Growth in staff numbers c. 4% / annum



Purpose of the plan

To make it easier for people working at Wellington Regional Hospital campus to:

- Share vehicles
- Use public transport
- Walk or bike



What does the plan aim to achieve?

- Getting to and from work becomes easier for hospital staff - leading to increased staff satisfaction, wellbeing, and improved staff retention
- Less reliance on single occupancy car commuting
- Public transport, active transport and car sharing are attractive commute options
- Car parking demand is managed to support those who need it the most - the pressure on parking is reduced
- There are initiatives and learnings that may be applied to other CCDHB sites & other DHBs

Wider outcomes: more people moving with fewer vehicles, health and wellbeing benefits and reduced carbon impacts

Context

- A challenge and opportunity for the plan is the need to integrate with a range of other related projects and initiatives that support travel behaviour change.
- The action plan aligns with national and regional strategy for transport system changes to affect sustainability, mode shift and increasing urbanisation.

For example:

- Regional Mode Shift Plan
- Regional Land Transport Plan 2021
- Wellington Regional Growth Framework
- Let's Get Wellington Moving programme
- Regional Public Transport Plan
- Carbon Neutral Government Plan

Context

The action plan does not exist in isolation.



How the plan was developed

- Informed by staff survey, workshops, and focus groups
- Staff data was analysed to understand staff groups and to identify opportunities for change
- A long list of possible actions was considered and tested
- Those actions most likely to be successful were analysed using a multi criteria analysis process
- A benefit cost analysis was conducted on the preferred package of actions
- Actions are based on a joint funding model and collaboration between partners
- 10-year approach to change with a focus on the next 3 years



Opportunities for change

Ability to change will differ between people.
Some groups may have more potential for change:

- New staff (around 900 people / year)
- Non-shift workers living:
 - within 2km of the Hospital that drive and could potentially walk or bike (270 people)
 - 2km-10km of the Hospital that drive and could potentially walk, bike or use public transport (860 people)
- Staff working daylight hours* and who drive (3,400 people or 84% of all CCDHB staff)
- Shift workers open to changing how they get to work (680 people)



* ie, non-shift workers and the morning and afternoon shifts – or everyone other than those on a night shift.

Who could change?

Recognition that change will not work for everyone.

Where people live

- 24% of people live within 2km of Hospital
- 43% within 5km

Time of work

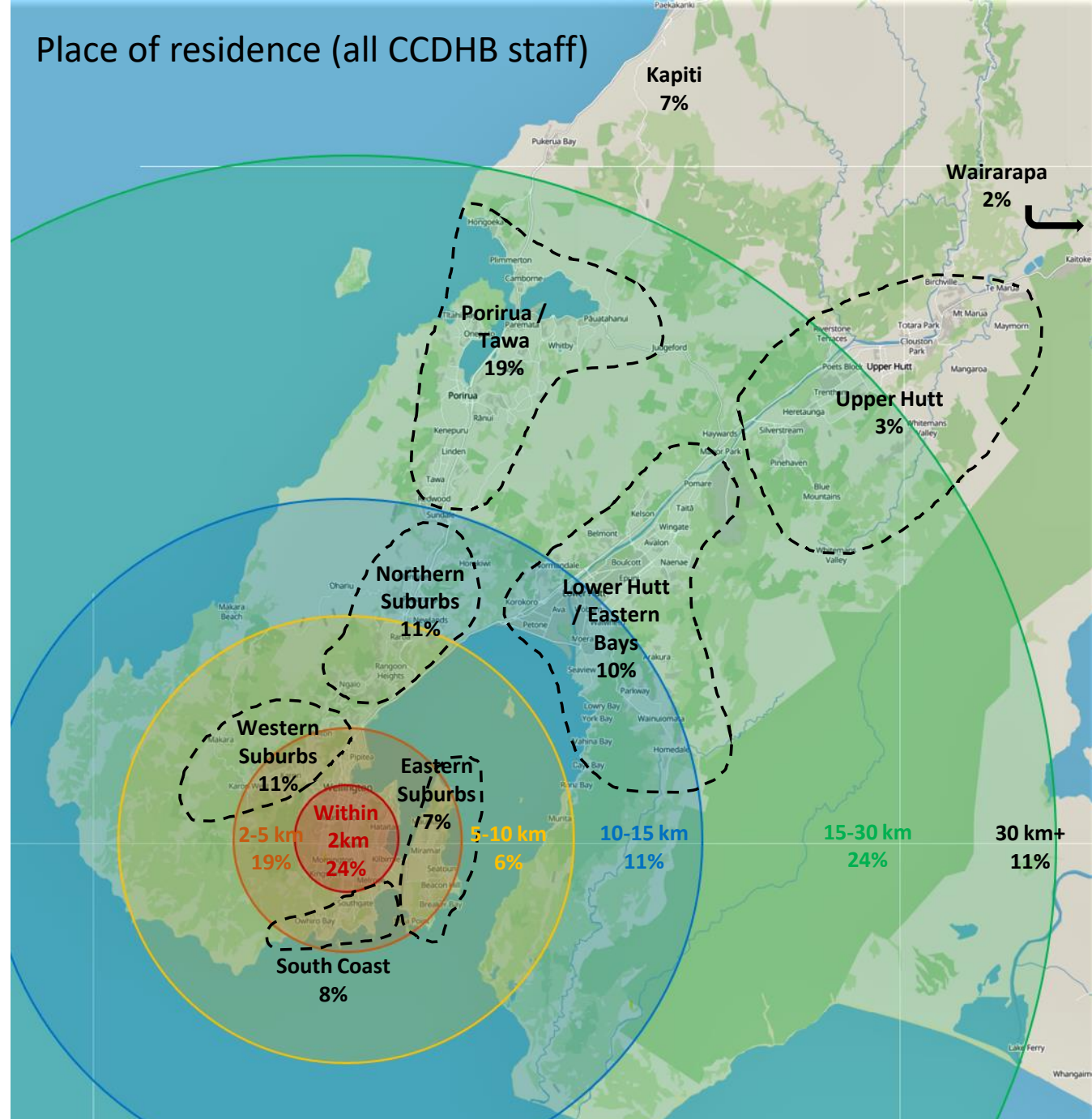
- Regular hours / non-night shift workers 84%

Driving

- 63% by car – mainly one person per car

Permit holders and parking

- 1,540 permit holders and around 500 on the waiting list
- 1/3 of permit holders live within 5km
- 700-800 staff park on the street each day



Wellington Regional Hospital Travel Action Plan

Make it easier for people working at Wellington Regional Hospital campus to:

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The Action Plan

10 priorities for the next 3 years focusing on the following three areas:

- Sharing vehicles, manage parking demand and provide support for staff
- Encourage public transport use, including targeted improvements
- Encourage walking and biking

These all still require decision making and commitments.

Supported by ongoing and committed actions that will take longer to implement

Sharing vehicles, manage parking allocation and provide support for staff



- Review of staff parking policy
- Car sharing and car pooling
- Personal transport planning and incentives for staff travel choice



Sharing vehicles, manage parking demand & provide support for staff

	Review staff parking policy	Car sharing & car pooling	Personal transport planning & incentives for staff travel choices
Purpose & scope	Review and update the WRH staff parking policy and permits system to prioritise the allocation of parking permits to those who need them the most and for multi-occupant vehicles. Includes working with WCC on parking strategy.	Investigate, establish and promote a system to encourage car sharing and car pooling, including support for parking priority incentives.	Personal support and travel advice to encourage and enable walking, biking and public transport options. Includes non-monetary incentives for staff, transport calculator and cycle skills training.
Lead	CCDHB & WCC	CCDHB & GWRC	CCDHB & GWRC
10-year cost estimate			
Timing	<ul style="list-style-type: none"> Staff engagement early –mid 2021 Confirm and implementation from mid 2021 	<ul style="list-style-type: none"> Planning by mid-2021 Roll out from mid-late 2021 	<ul style="list-style-type: none"> Planning by mid-2021 Roll out from mid-late 2021
Interdependencies	Parking price change decisions.	Parking policy review.	

Public transport options



Investigate:

- Improved bus timetables
- Wellington railway station to Hospital express

Possible future shared transport options

Investigate the potential for:

- Enhanced Kenepuru shuttle
- On-demand public transport trial



Public transport options

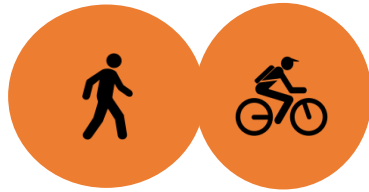
	Improved bus timetable	Railway station to hospital express	Enhanced Kenepuru shuttle	On-demand public transport trial
Purpose & scope	Additional earlier morning and mid-afternoon bus services on routes to align with shift timetables to support staff travelling from Karori / Kelburn / Kilbirnie / Miramar on route 18e and Strathmore / Miramar on route 12.	Direct express bus service to and from Wellington Railway Station to Hospital to enable connection with train services in mornings and afternoons.	Investigate the potential for enhancement of the existing Kenepuru shuttle facility to provide more services that can also be used by staff as well as patients.	Investigate the potential for a trial of on-demand public transport services to support wider public transport service offering.
Lead	GWRC	GWRC	CCDHB + TBC	CCDHB + TBC
10-year cost estimate				
Timing	<ul style="list-style-type: none"> TBC subject to funding 	<ul style="list-style-type: none"> Under investigation for implementation from mid 2021 	<ul style="list-style-type: none"> Planning and scoping phase by late 2021 Enhanced service in operation by early 2022 	<ul style="list-style-type: none"> Planning and procurement by mid-late 2021 Service in operation by early 2022
Interdependencies	Other PT* improvement planning	Other PT improvement planning	Other PT improvement planning	Other PT improvement planning

* Public transport

Encourage walking and biking

- Improve pedestrian and cycle access in and around campus as well as improving safety in and around campus
- Improve bike parking
- Improve locker and changing facilities





Encourage walking and biking


	Improve walking & bike access, & safety in and around campus	Improve bike parking	Improve locker and changing facilities
Purpose & scope	Improve the safety and access for walking and bikes within the WRH campus and local roads and encourage more people to bike to and from work. Includes ongoing improvements to campus lighting, safety and security.	Review and improve the offering of onsite covered cycle parking facilities to encourage and enable greater use of bikes.	Review and improve the offering of onsite locker/change/drying room facilities for walkers and cyclists on campus to encourage and enable greater use of bikes and walking.
Lead	CCDHB & WCC	CCDHB	CCDHB
10-year cost estimate			
Timing	<ul style="list-style-type: none"> • Identification of improvements and design by late 2021 • Implementation by mid to late 2022 • Ongoing campus safety and security improvements 	<ul style="list-style-type: none"> • Stocktake of existing facilities and planning by mid 2021 • Implementation late 2021 	<ul style="list-style-type: none"> • Stocktake of existing facilities and planning by mid 2021 • Implementation late 2021 to early 2022
Interdependencies	Wider bike network improvements.	Improved locker and changing facilities.	Improved bike parking.

Supporting actions

- Better access to Wellington Regional Hospital - working with our partners to deliver better access, including Let's Get Wellington Moving
 - Mass transit
 - Bus priority
 - Cycling infrastructure improvements
 - Basin reserve area
- Smarter working and services - reviewing working practices and service provision
- Parking provision - new parking building investigation



Supporting actions

	Working with our partners to deliver better access, including Let's Get Wellington Moving	Reviewing working practices and service provision (committed action)	New parking building investigation (committed action)
	Purpose & scope	Committed actions:	Committed action to investigate options and demand for new parking building to provide additional parking capacity on campus.
Lead	CCDHB / GWRC / WCC / NZTA	CCDHB	CCDHB
Costs / funding	Mainly funded through existing budgets.	Mainly funded through existing budgets.	TBC
Timing	Ongoing	Ongoing	Timing indicative only: <ul style="list-style-type: none"> Planning and business case by 2022 Design / consenting / delivery 2023-24 Operation after 2024
Interdependencies	LGWM	Health and Disability System Review implementation.	

Actions by potential timeframes

Shorter term (1-2 years)	Medium term (3 years)	Longer term
<ul style="list-style-type: none"> Improved bus timetable 	<ul style="list-style-type: none"> Car sharing and car pooling 	<ul style="list-style-type: none"> Rapid mass transit
<ul style="list-style-type: none"> Express bus: railway station to hospital 	<ul style="list-style-type: none"> Enhanced Kenepuru shuttle 	<ul style="list-style-type: none"> Bus priority
<ul style="list-style-type: none"> Personal transport planning & incentives for staff travel choices 	<ul style="list-style-type: none"> On-demand public transport trial 	<ul style="list-style-type: none"> WCC cycling infrastructure improvements
<ul style="list-style-type: none"> New parking building investigation 	<ul style="list-style-type: none"> Improve walking & bike access, & safety in and around campus 	
<ul style="list-style-type: none"> Improved on-campus safety and security 	<ul style="list-style-type: none"> Improved locker and changing facilities 	
<ul style="list-style-type: none"> Improved bike access to campus 	<ul style="list-style-type: none"> Improved bike parking 	
<ul style="list-style-type: none"> Review staff parking policy 		

Outcomes – what will the plan deliver?

Mode	Target – total trips	Mode share 2020	Mode share 2030
Car (single occupancy)	30% decrease in proportion of people	42%	20%
Care share	100% increase in trips	13%	19%
Public transport	100% increase in trips	14%	19%
Walking	100% increase in trips	20%	27%
Biking	100% increase in trips	8%	11%

- Staff numbers estimated to increase 4% per year
- Aim to see no increase in the absolute numbers of people driving
- Growth in total % of other modes

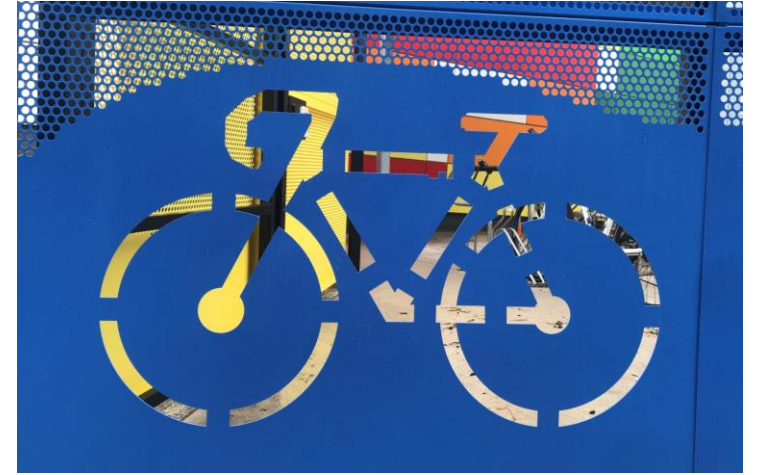
Costs and funding

- Indicative total cost of around \$7.8 million over 10 years
 - CCDHB \$3.5 million – including from existing budgets and parking revenue
 - WCC funding TBC – mainly for walking and biking improvements
 - GWRC \$3.5 million – mainly for public transport improvements
- Co-investment from Waka Kotahi
- Medium to longer term investment from Let's Get Wellington Moving and CCDHB operational budgets



Risks and challenges for delivery

- Ongoing mandate, funding and resourcing for delivery
- Support and alignment for delivery of the action plan within organisations and between partners
- Further investigations could show some actions may be not feasible or affordable
- Uncertain timing and approach to delivery of Let's Get Wellington Moving
- Ongoing involvement of stakeholders
- Impacts of COVID-19



Next steps

- Decision making process and commitments by partners
 - CCDHB, GWRC, Waka Kotahi, WCC and other stakeholders
- Implementation planning and early wins
- Ongoing engagement with staff and stakeholders

Some actions may not be feasible or proceed after more detailed investigations.



