HELLO

To the future of Wellington

The big picture

Our vision

Established 2018

A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys.

To realise our vision we need to move more people with fewer vehicles.

Our objectives

A transport system that…

	Weightings
Enhances urban amenity and enables urban development outcomes	20%
Provides more efficient and reliable access for users	15%
Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	40%
Improves safety for all users	15%
Is adaptable to disruption and future uncertainty	10%

The journey to date

Input from over 10,000 Wellingtonians

2015

Basin bridge project rejected

2016/17

Programme business case assessment

2018

Let's GET Wellington MOVING

Recommended Programme of investment to get Wellington moving

2019

$6.4 billion Indicative Package announced by Minister, Mayor and GW Chair

Supported by Cabinet and our partners, subject to business case investigation

2019/2020

Early delivery programme and investigation of longer-term programme begin

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Our plan – a large and complex programme

3-year programme

Early improvements ahead of larger construction projects.

- Safer speeds in the central city
- Central city pedestrian improvements
- Golden mile transformation
- Thorndon Quay/Hutt Road improvements
- Cobham Drive crossing and SH1 safer speeds east of Mt Victoria

City Streets

Improvements to bus reliability, people walking and cycling, options for people to get around without relying on their car, to support construction of the transformational programme.

- Key routes between the suburbs and central city
- 10-12 year programme of works
- Targeted improvements included in 3-year programme

Transformational Programme

Larger programme to help shape future growth, transform our city, substantially change how we get around, and move more people with fewer vehicles.

- **Mass Rapid Transit**
- **Basin Reserve** and an extra **Mt Victoria Tunnel**
- **Travel Demand Management**

+ INTEGRATION with partner projects

Mass Rapid Transit

Mass rapid transit for Wellington

- Our City Streets programme will improve the reliability of our bus services.
- However, further investment will be needed for the growing population
- Mass rapid transit is a step-change in public transport aligned with planned urban development
- Mass rapid transit will be street-based, running on the existing road and will extend the reach of the rail network

Overseas examples

Bus Rapid Transit in France

Light rail in Newcastle

Light rail

The 'light rail system' (LRT) can move the most people - up to 300 people per vehicle. Light rail runs on steel tracks so they take longer to install.

Snapshot

- Moves up to 300 people comfortably and quickly
- Level boarding and priority seating for people with mobility challenges
- Enables the most housing along the Island Bay route
- Future proofs the corridor as can provide extra capacity beyond 30 years
- Can be noisier outside the vehicle due to steel wheels
- Challenging to extend to other suburbs in the future
- Longer recovery time after a natural disaster

Future Wellington

Light rail
at the hospital

Artist impression only

Bus Rapid Transit

Bus Rapid Transit vehicles are spacious elongated buses.

They don't move as many people as light rail but are more flexible because they don't need tracks.

Snapshot

- Moves up to 110 people comfortably and quickly
- Level boarding and priority seating for people with mobility challenges
- Enables housing on the southern and eastern routes
- Quieter than light rail
- Could be extended to other suburbs in the future
- Shorter construction time than light rail
- Quicker recovery time from a natural disaster

Future Wellington

Bus Rapid Transit
on the waterfront
Quays

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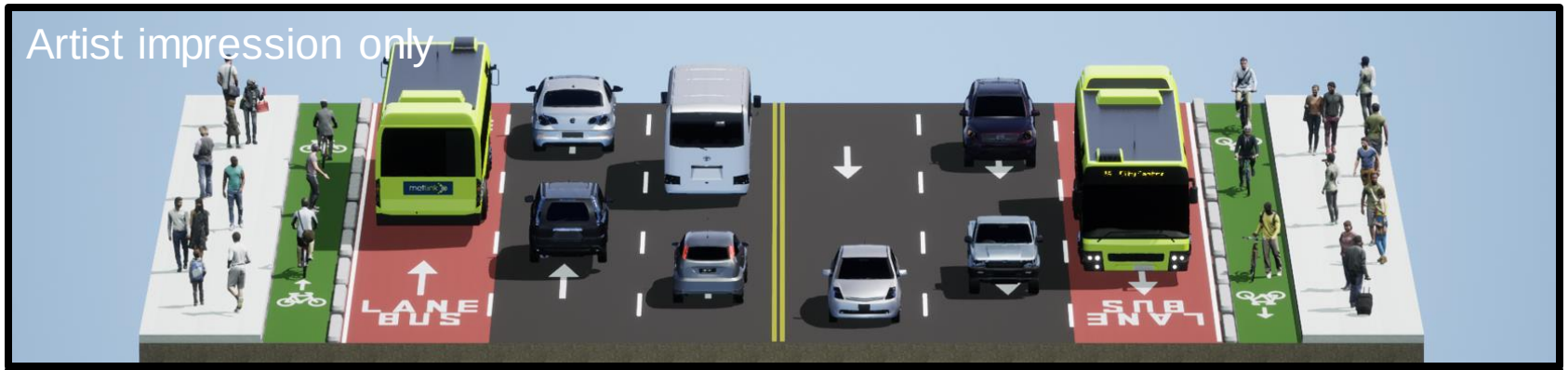
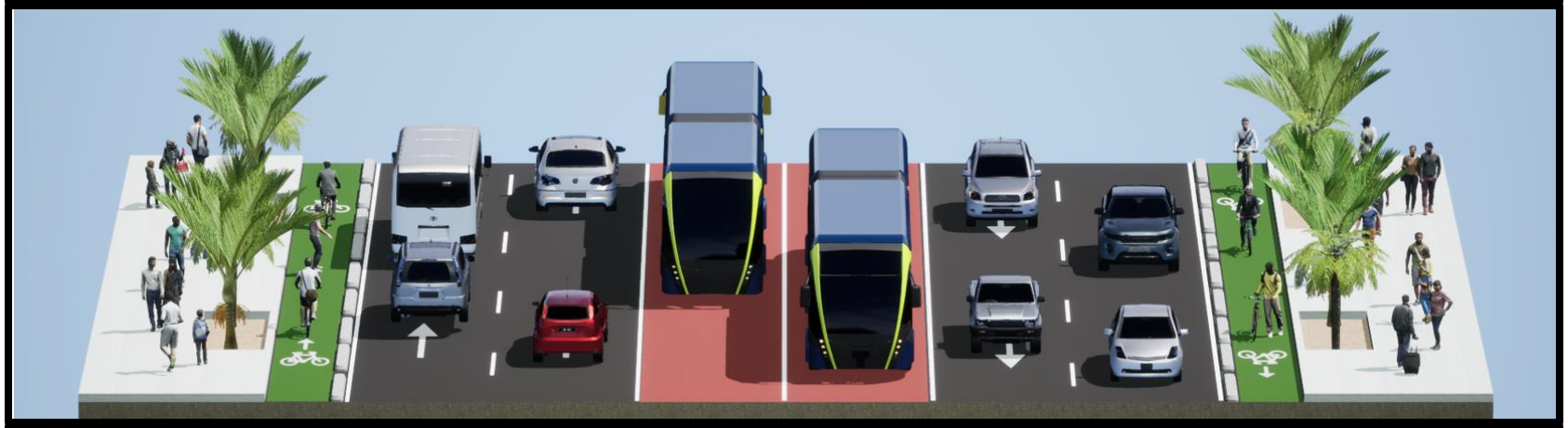
Wellington Station
via Newtown

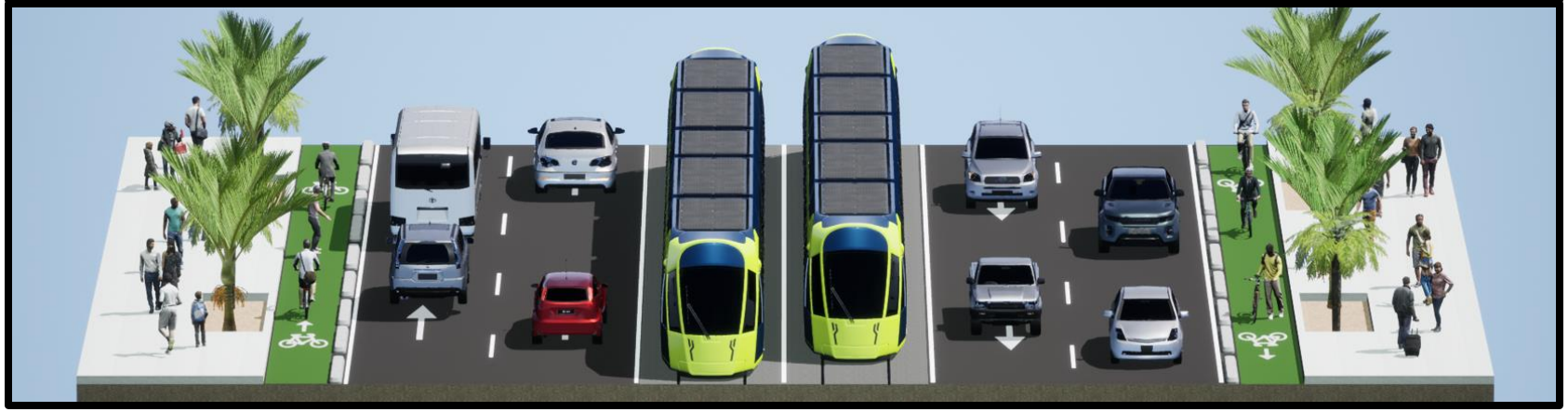
The difference between Enhanced Bus, Bus Rapid Transit and Light Rail



Enhanced Bus



Bus Rapid Transit



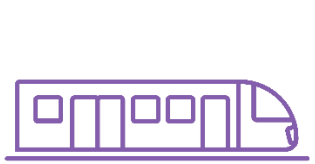
Light Rail

Mass rapid transit – the catalyst for urban transformation

Mass rapid transit and urban development

A catalyst to support Wellington's growth

- Enables higher density development with a lower environmental footprint
- Makes it easier for a growing population to get around and connect with regional rail, the wider bus network, and other active mode improvements
- Provides significant economic stimulus for the central city



Investment in high-quality mass rapid transit and street renewal

More attractive for people to live and work near mass rapid transit stops

Encourages investment near stops in higher-density housing

More housing in compact, connected, walkable communities

Eases pressure on the transport system

Reduces emissions

Encourages more physical activity → improves health and wellbeing

Future Wellington

Artist impression
for illustrative purposes only

Urban development enabled by

Bus priority

Future Wellington

Artist impression
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Urban development enabled by
Bus rapid transit

Future Wellington

Artist impression
for illustrative purposes only

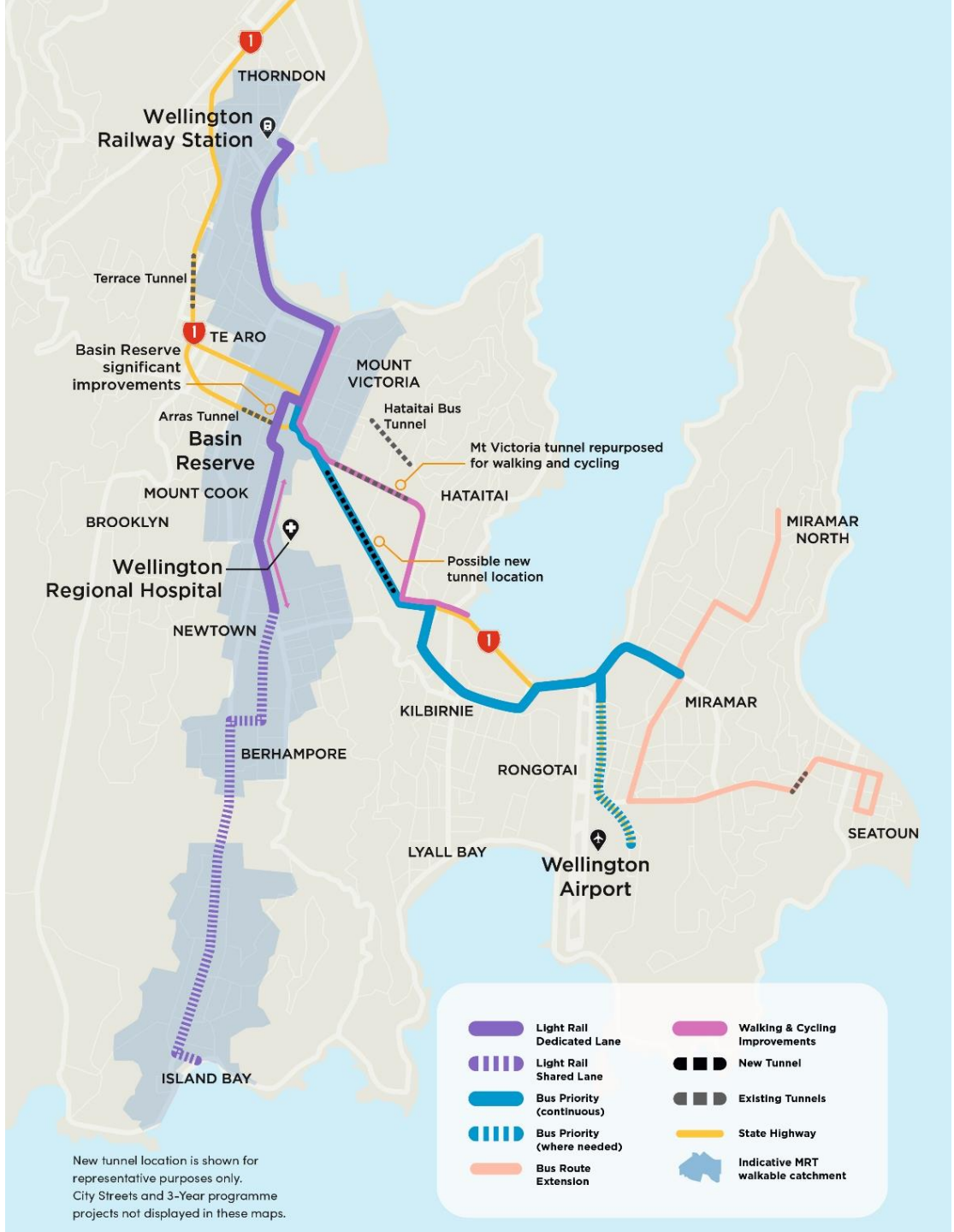
Urban development enabled by **Light rail**

The four options we are considering

The four options

All the options will transform our city by:

- Moving more people, more quickly and comfortably
- Reducing our carbon emissions
- Making it easier to get to key destinations
- Supporting more housing and urban development
- Reducing the need to travel by car
- Providing faster, more reliable commutes
- Delivering safer and better experiences for people walking and cycling



Option 1

South coast light rail + new public transport tunnel

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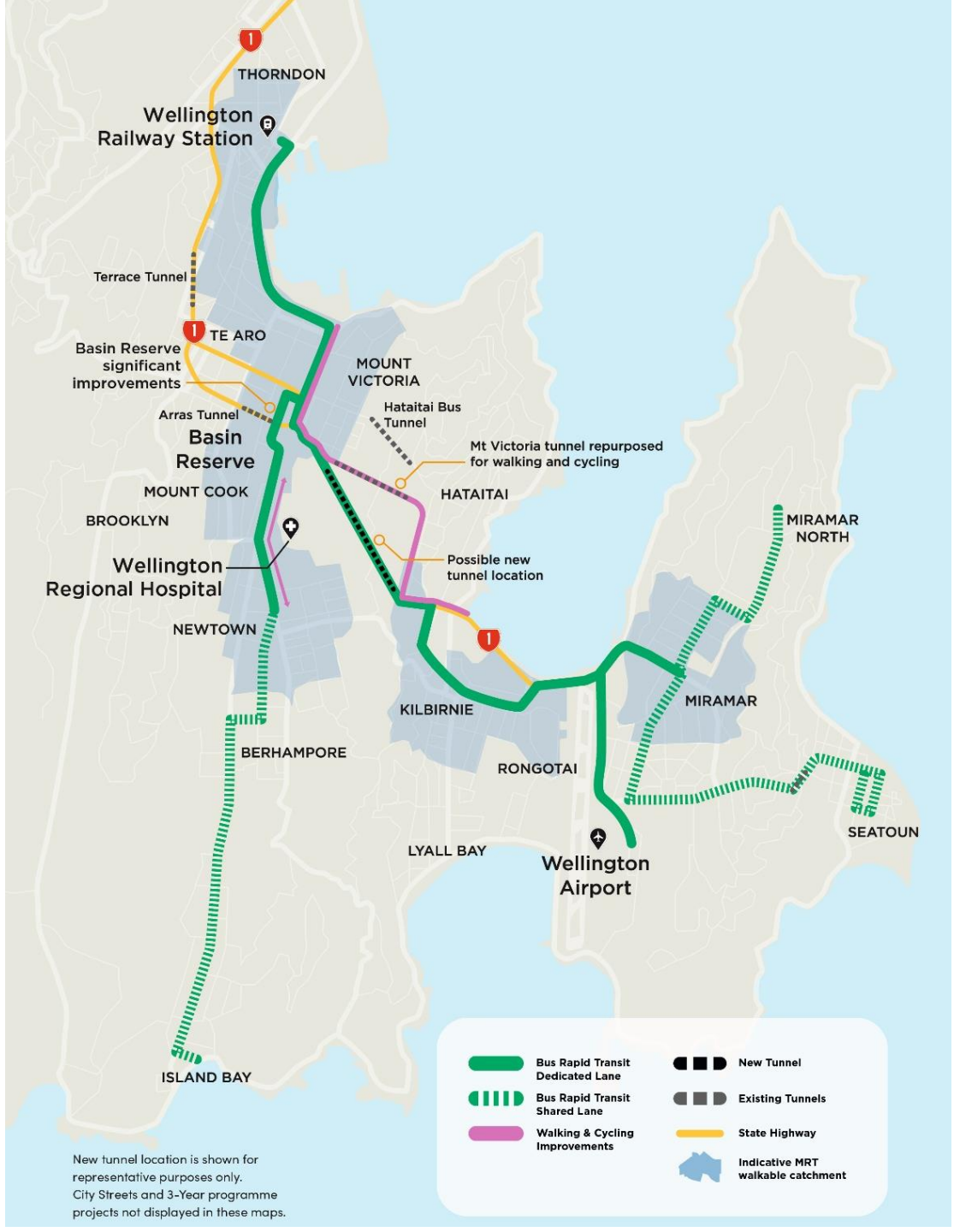

Option 2

Bus rapid transit to the sea and skies

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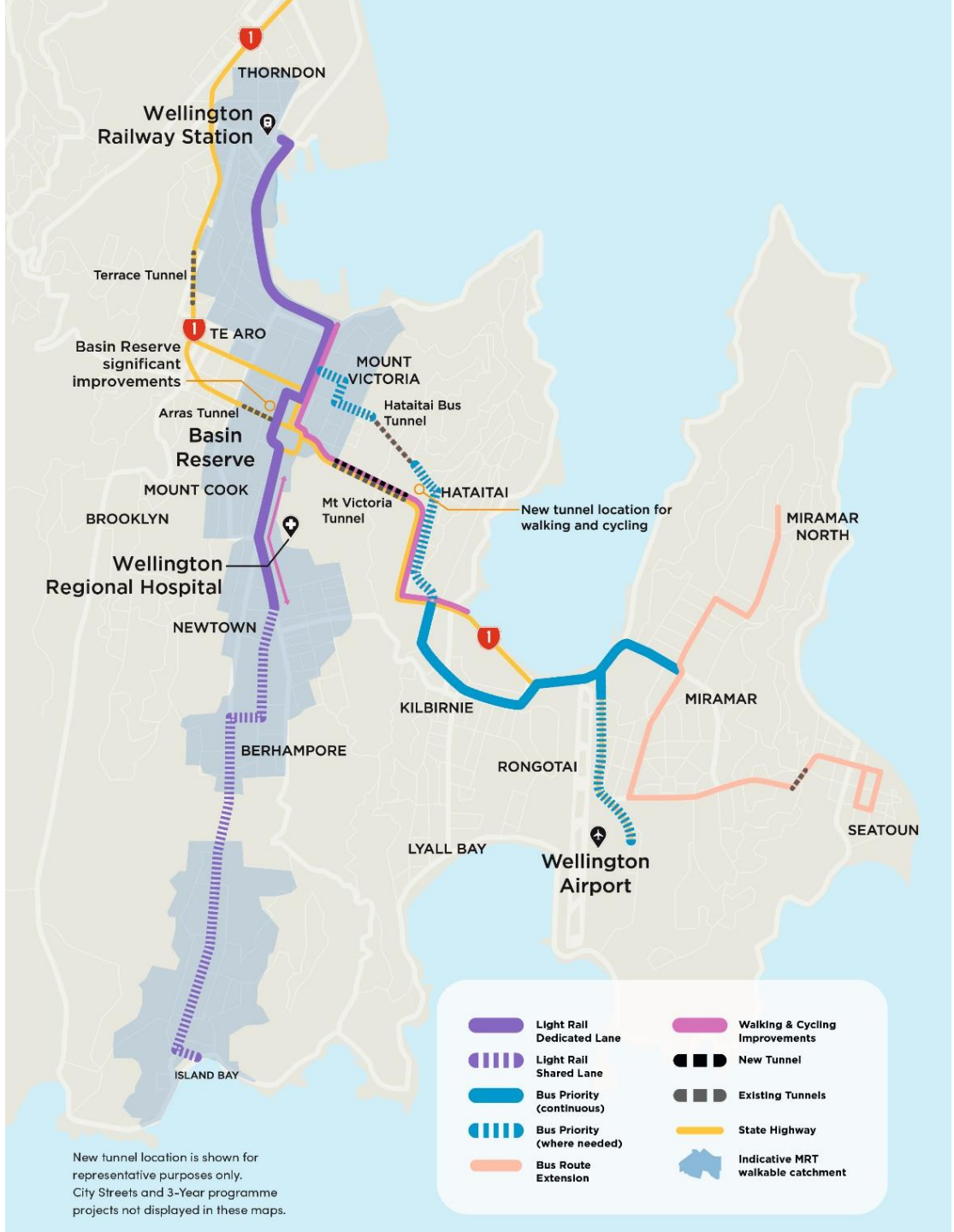

Option 3

South coast light rail

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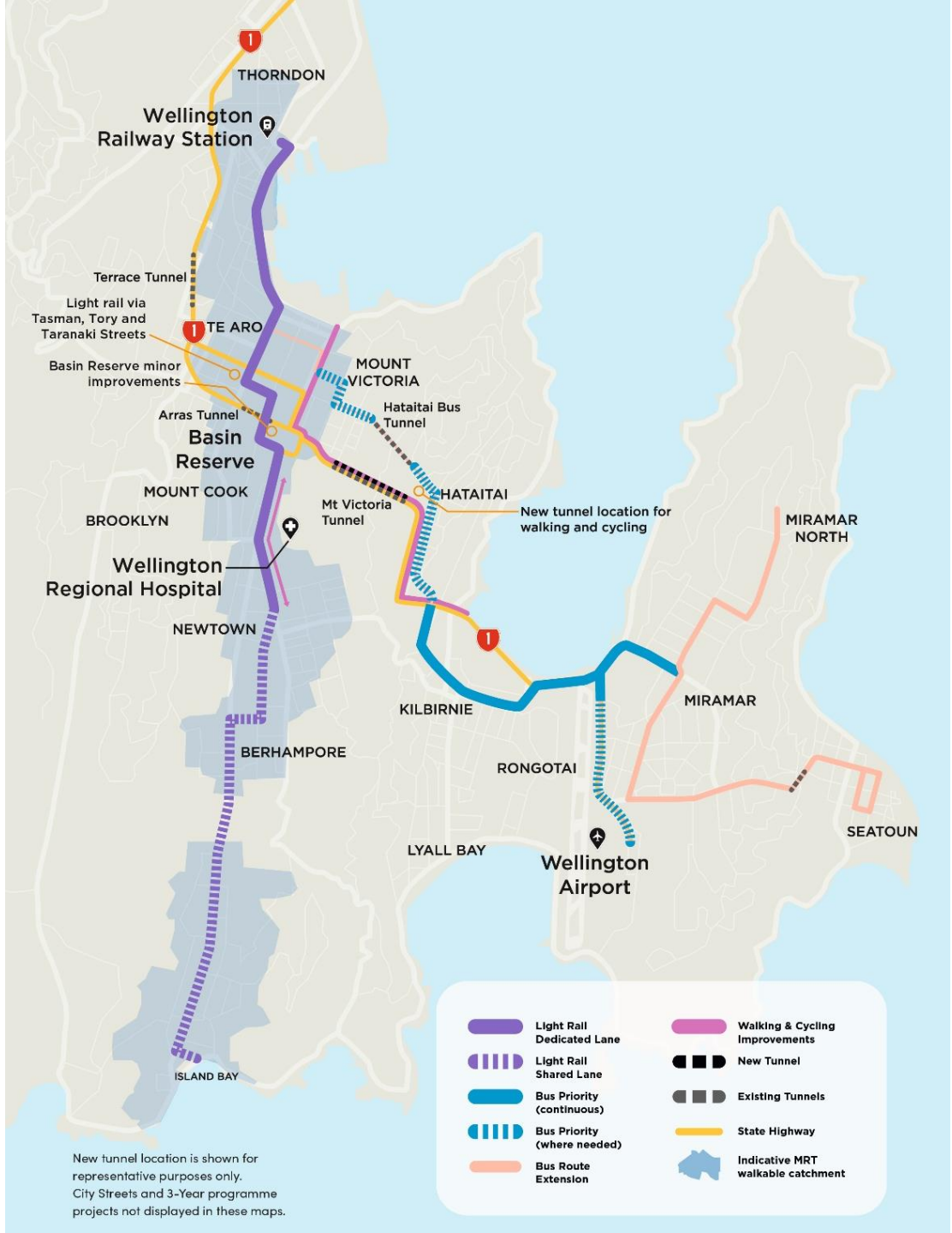

Option 4

South coast light rail via Taranaki Street

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The Basin Reserve and Mt Victoria Tunnel

Improvements at the Basin Reserve

Options 1, 2 and 3

The Basin Reserve completely transformed to make it easier for everyone to get around by making Arras tunnel longer, extending it towards Mt Victoria.

No longer a roundabout

The two major traffic flows would be separated as follows:

- **over Arras tunnel for light rail or Bus Rapid Transit and local travel**
- **through Arras tunnel for highway traffic heading north towards the motorway**

Walking and cycling

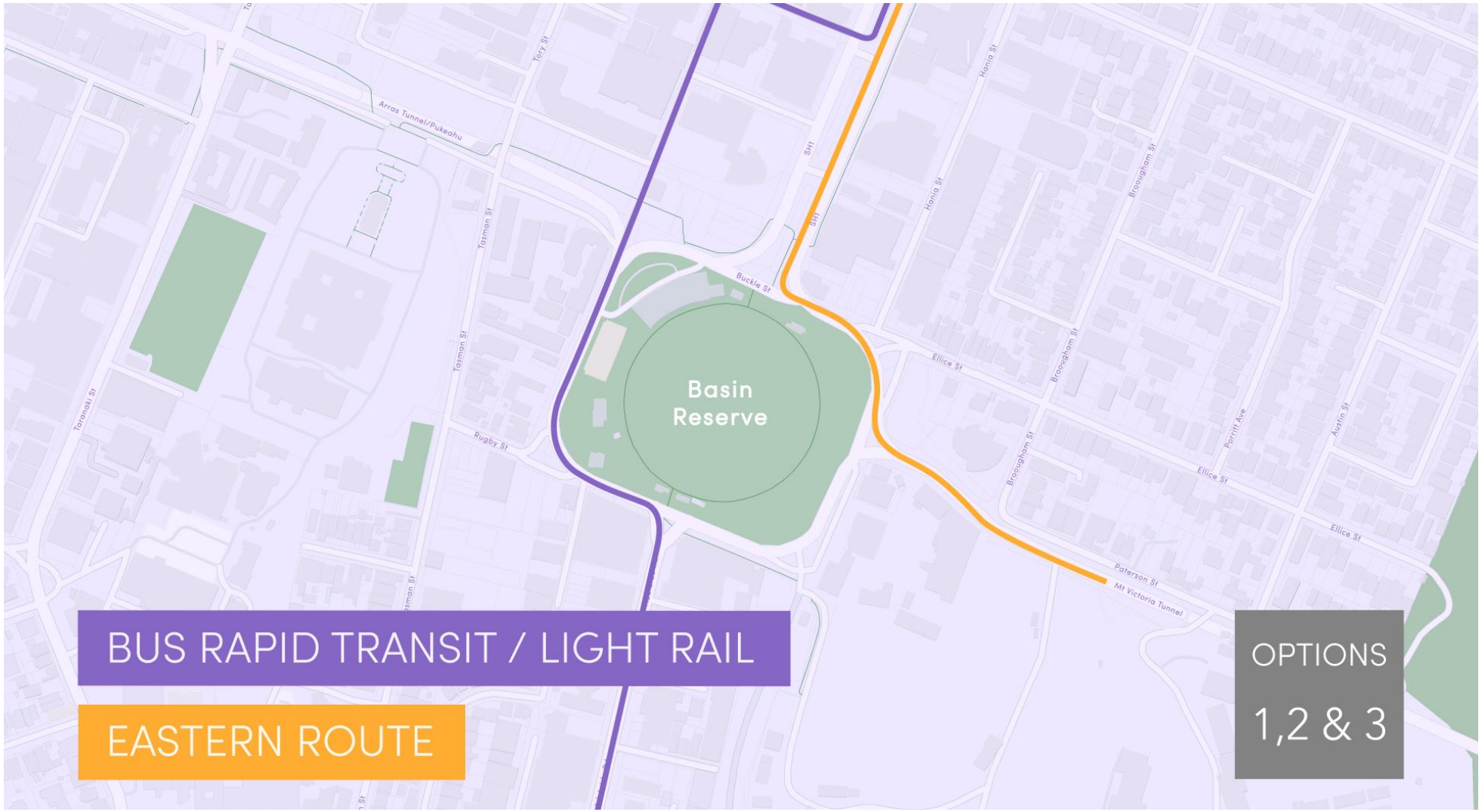
New walking and cycling paths around and to the Basin Reserve

State highway traffic heading north towards the motorway from Mt Victoria Tunnel would pass around the northern side of the Basin Reserve and into an extended Arras tunnel.

Local north-south traffic, including public transport, would be physically separated passing over northbound state highway traffic.

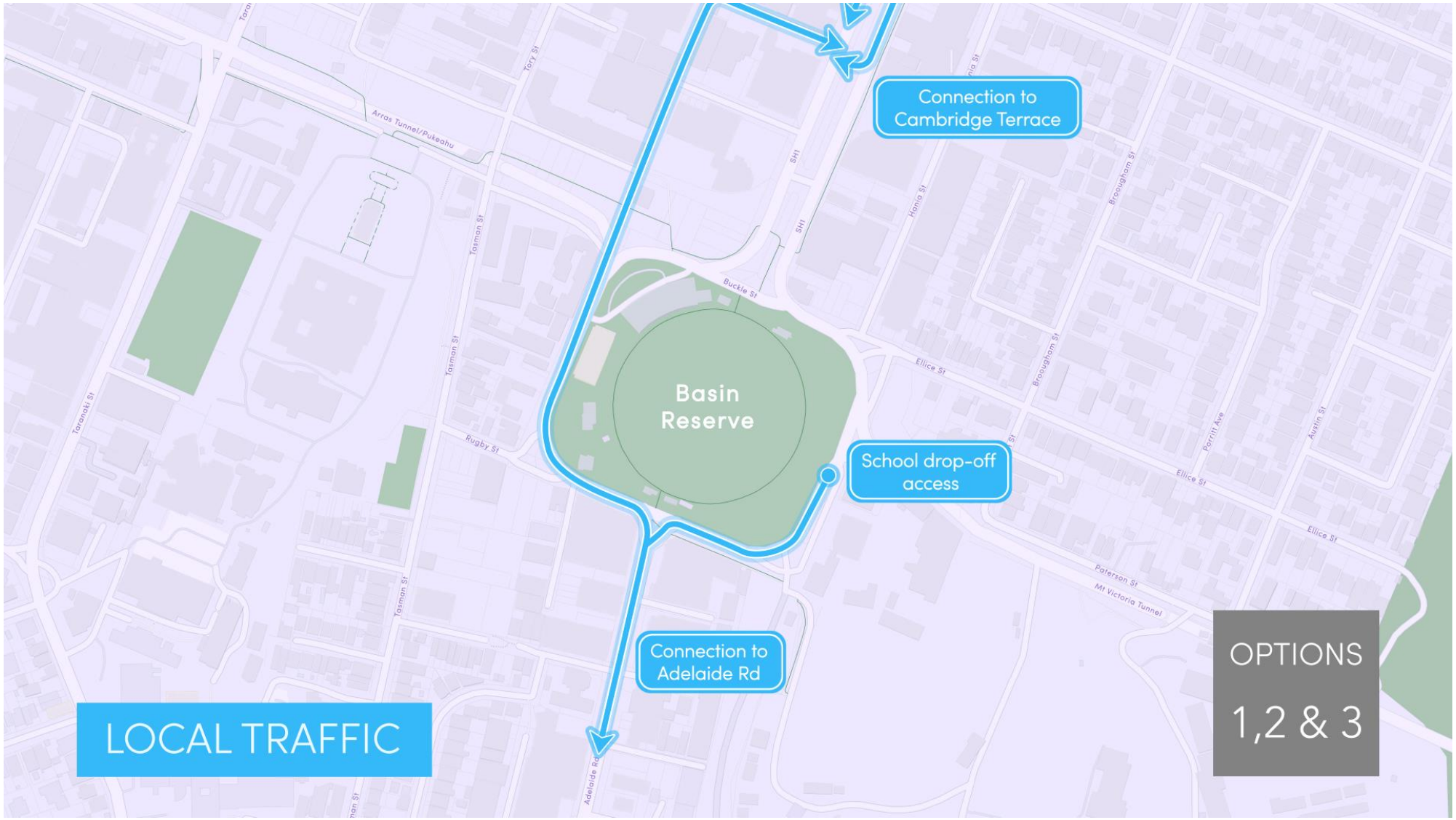

Artist impression only

MRT through the Basin



East to West – State Highway Journeys

North to South – Local Journeys



Walking, Cycling and Micro-mobility

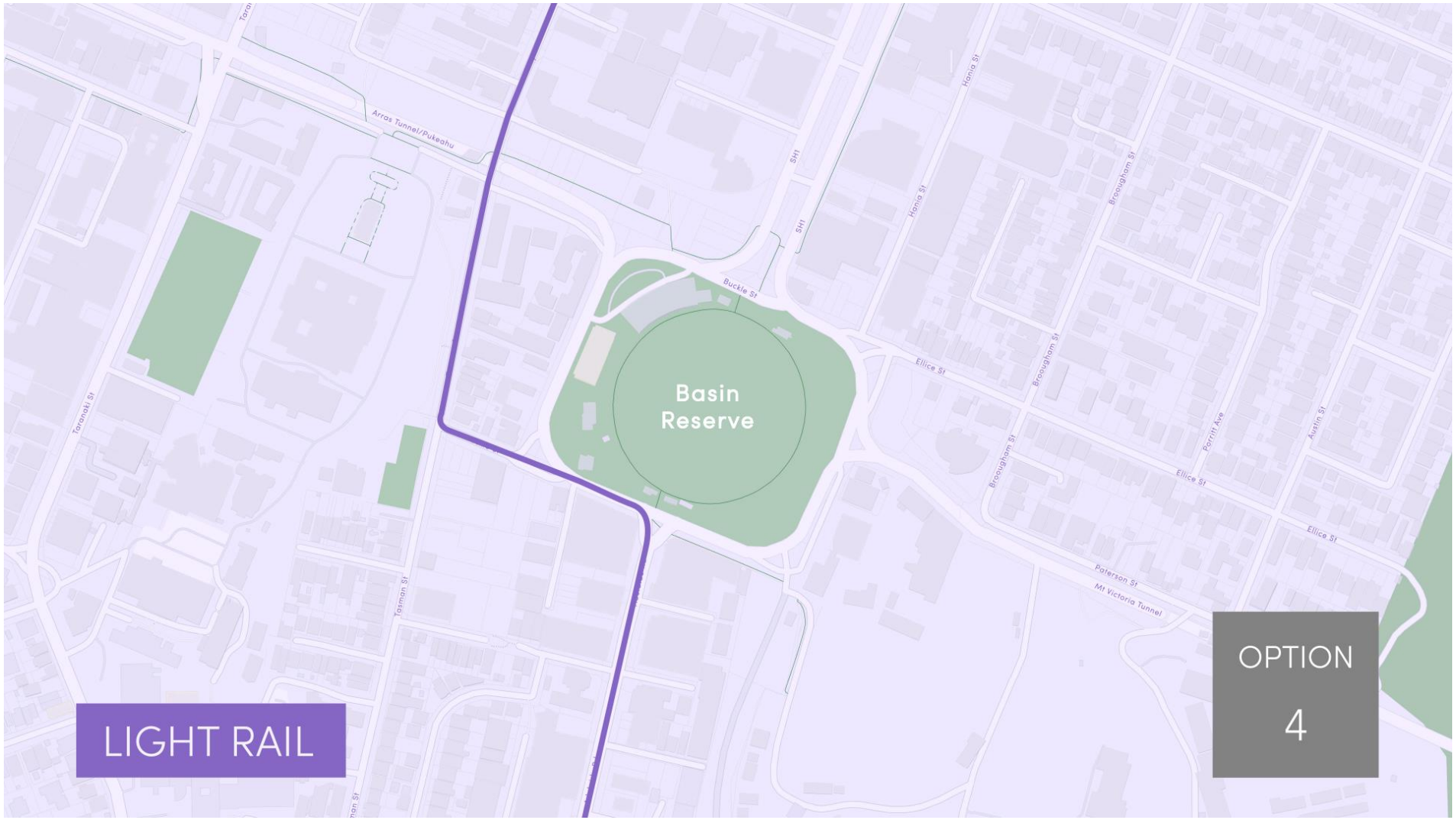
Improvements at the Basin Reserve

Option 4 – Basin Reserve stays as a roundabout

Improvements would be made to:

- the layout such as extra lanes;
- the intersection at Adelaide Road; and
- ways for people walking and cycling to link up with the extra Mt Victoria Tunnel.

MRT around the Basin



East to West – State Highway Journeys

North to South – Local Journeys

Walking, Cycling and Micro-mobility

An extra Mt Victoria Tunnel

New tunnel – options 1 and 2

The new tunnel and existing tunnel combined would provide:

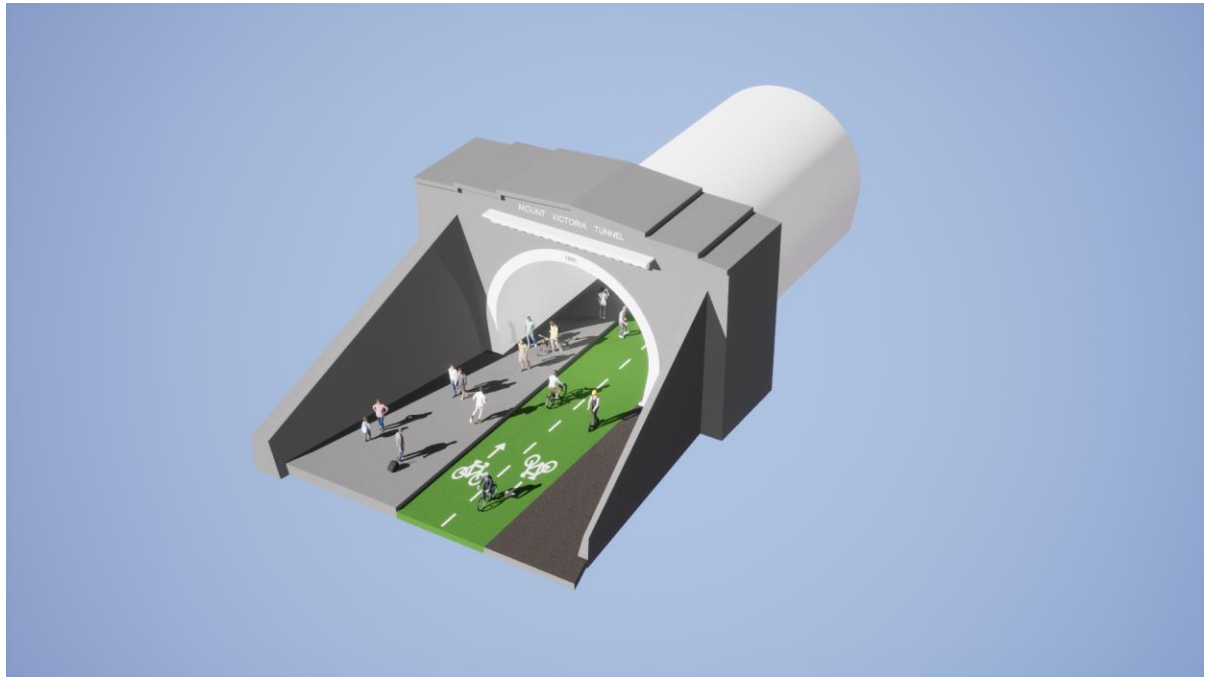
- A dedicated walking and cycle lane
- One dedicated public transport lane in each direction
- One lane in each direction for all other vehicles

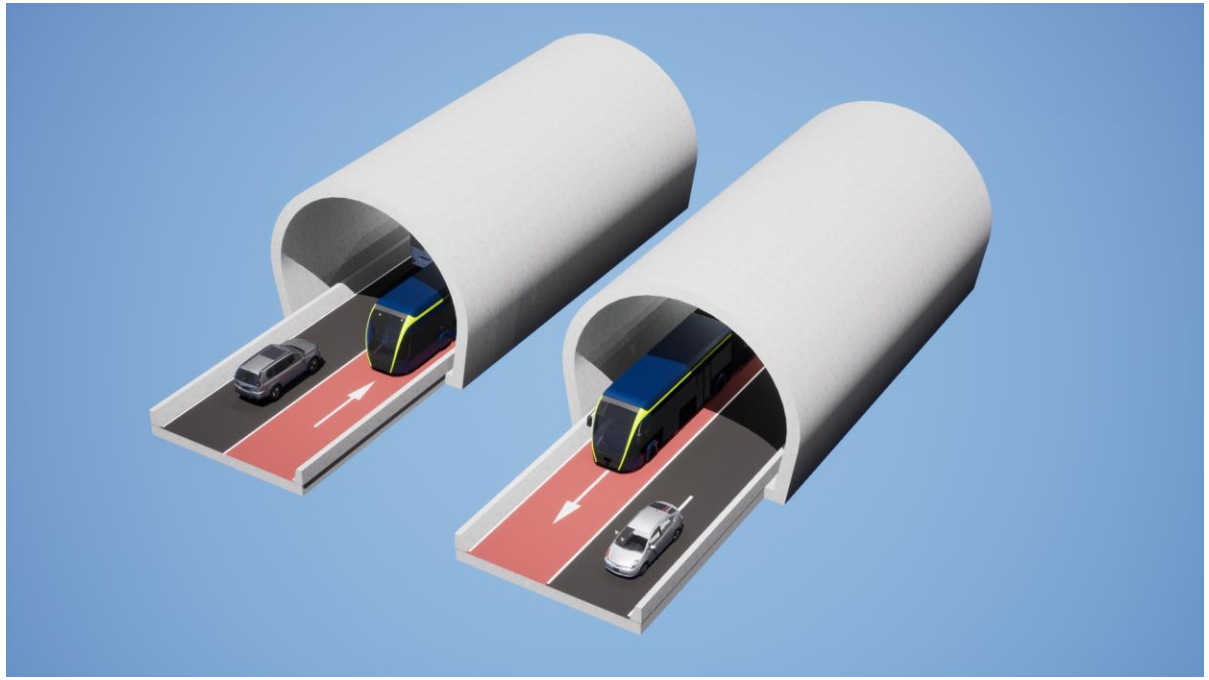
The Hataitai Bus tunnel would remain for the use of local Hataitai buses.

Possible approaches include:

- A new diagonal tunnel connecting the Basin Reserve with Wellington Road / Ruahine Street.
- A new parallel tunnel alongside the existing Mt Victoria Tunnel.

Options 1 & 2 – Diagonal Tunnel Option





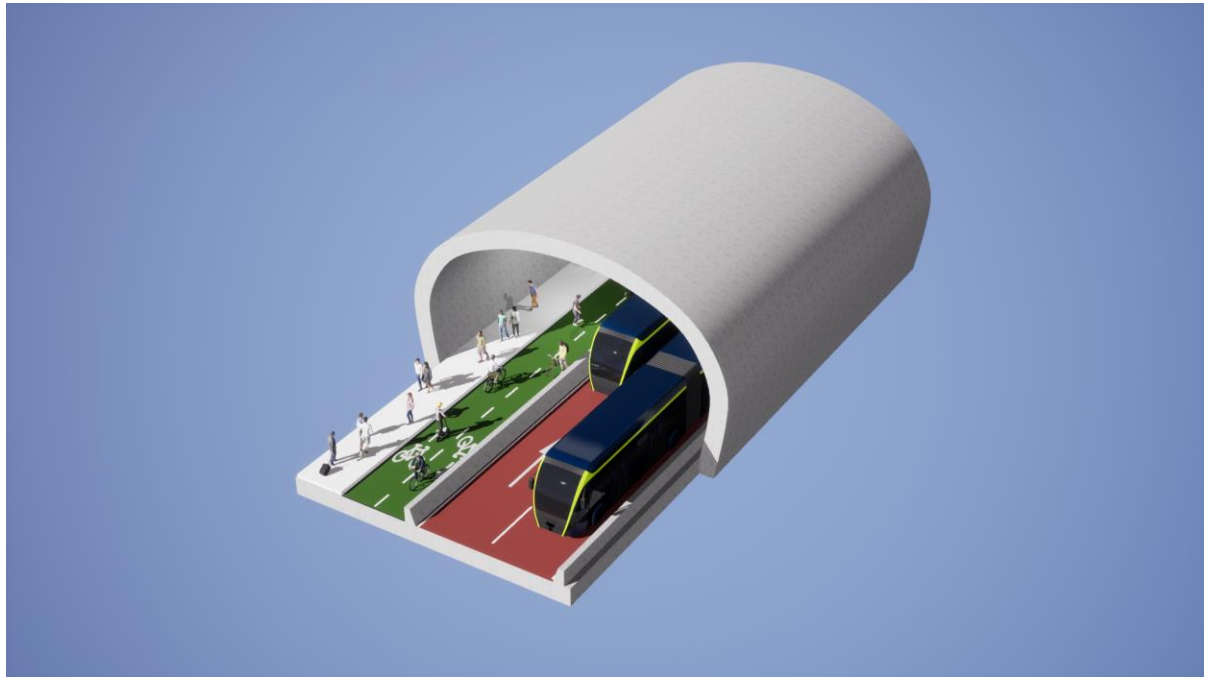
Existing tunnel repurposed for walking, cycling and micromobility

New diagonal tunnel: 2 lanes for general traffic, 2 lanes for Public Transport (Option 1 – Bus Priority, Option 2 – Bus Rapid Transit)

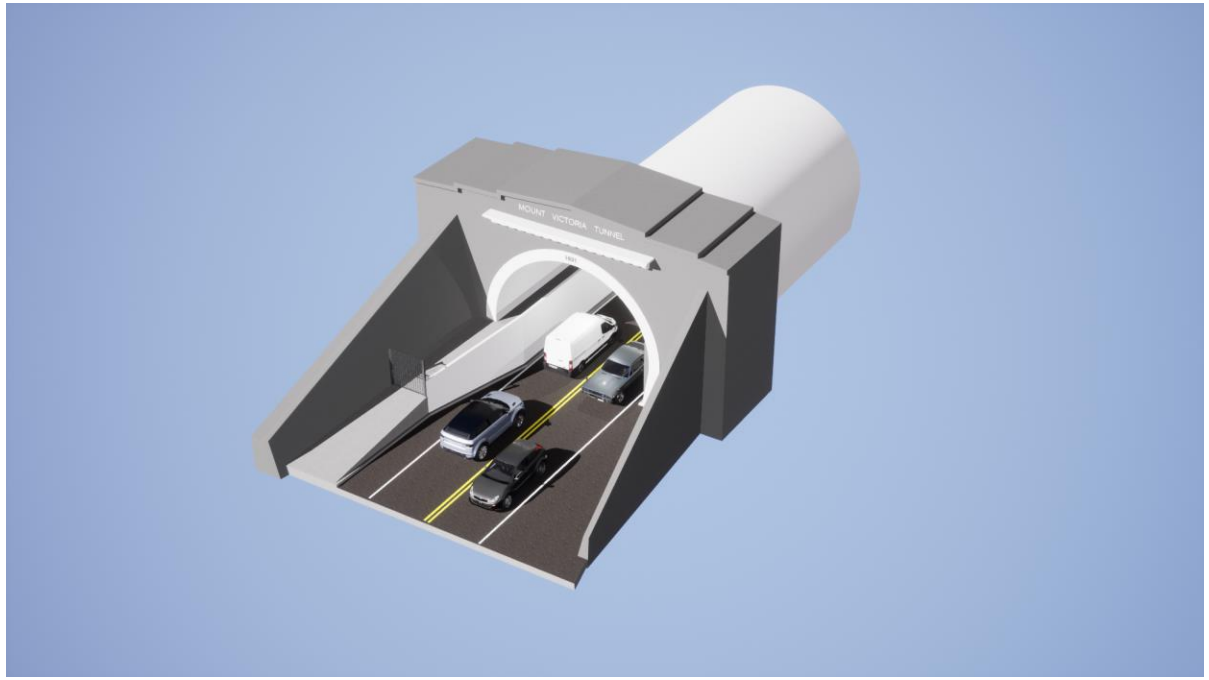
Artist impression only

Depending on the configuration of a new Mt Victoria Tunnel, the existing tunnel could be converted to walking and cycling.

Options 1 & 2 – Parallel Tunnel Option



New parallel tunnel: 2 lanes for walking, cycling and micromobility, 2 lanes for Public Transport (Option 1 – Bus Priority, Option 2 – Bus Rapid Transit)



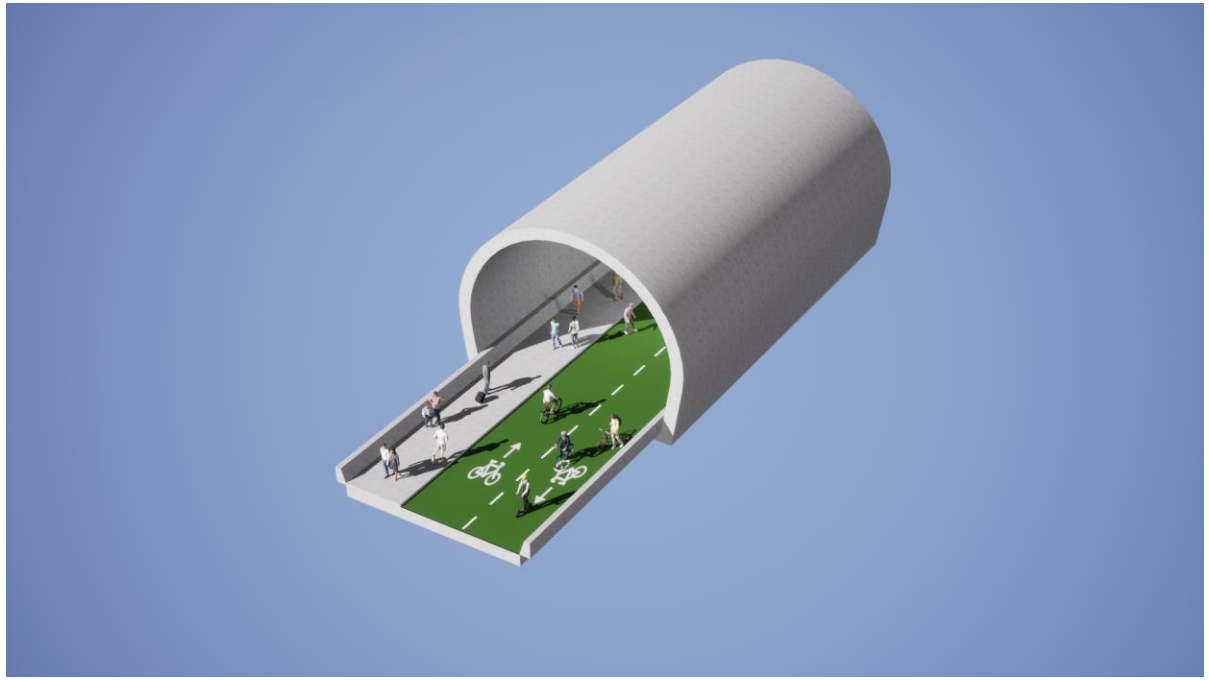
Existing tunnel: 2 lanes for general traffic, removal of walking and cycling facility

An extra Mt Victoria Tunnel

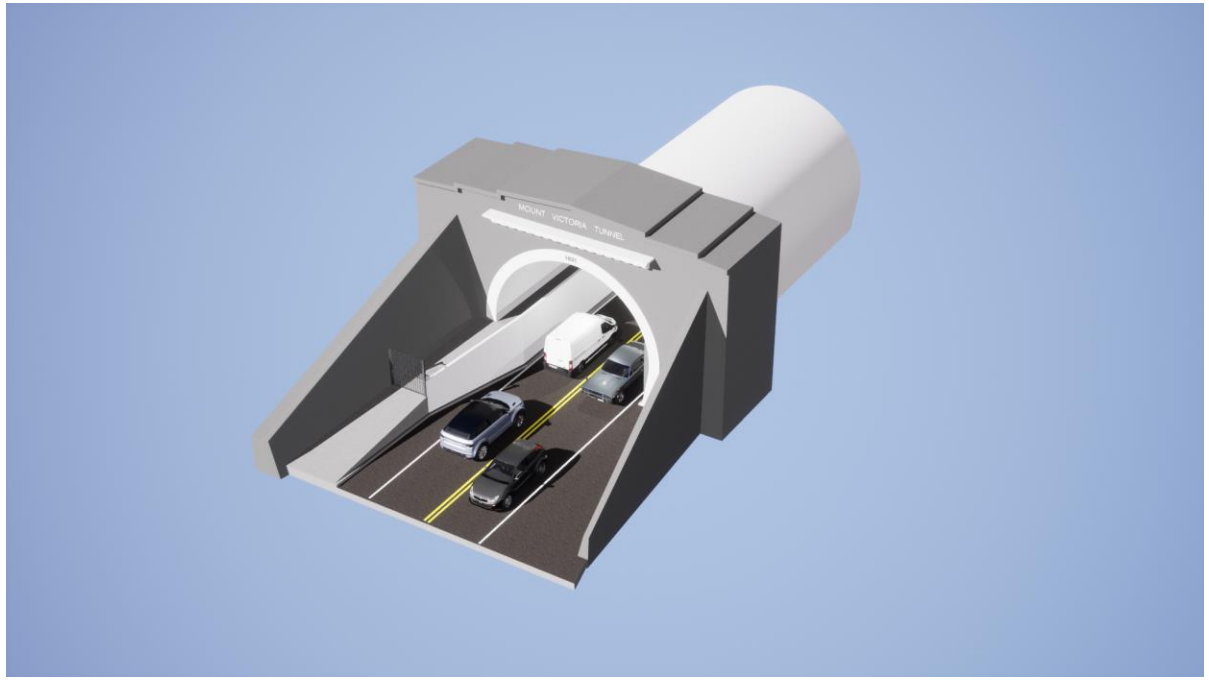
New tunnel – options 3 and 4

- A new tunnel would be for walking and cycling only.
- The configuration is yet to be determined but would likely be a parallel tunnel to the north of the existing tunnel.
- The existing Mt Victoria Tunnel would remain for vehicles.
- The Hataitai Bus tunnel would remain for the use of all buses.

Options 3 & 4 – New Active Modes Tunnel



New parallel tunnel: 2 lanes for walking, cycling and micromobility



Existing tunnel: 2 lanes for general traffic, removal of walking and cycling facility

How the options perform

How the options perform

Measure	Option 1	Option 2	Option 3	Option 4
Urban development (extra housing)	Up to **21,000** dwellings	Up to **16,000** dwellings	Up to **21,000** dwellings	Up to **21,000** dwellings
Increase in walking and cycling (travel to the central city)	**60%** increase		**14%** increase	
Transport network resilience	✓✓	✓✓✓	✓	✓

How the options perform

Measure	Option 1	Option 2	Option 3	Option 4
Transport network reliability (all modes)	✓✓	✓✓✓	✓✓	✓
Public transport travel times in the morning peak				
Island Bay → Wellington Railway Station	**12 minutes less** (35 → 23 min)			
Miramar Town Centre → Wellington Railway Station	**14 mins less*** (32 → 18 min)		**10 mins less** (32 → 22 min)	
Airport → Wellington Railway Station	**8 mins less*** (25 → 17 min)		**5 mins less** (25 → 20 min)	

* Depending on the configuration of the Mt Victoria tunnel. These results assume a diagonal tunnel.

How the options perform

Measure	Option 1	Option 2	Option 3	Option 4
State Highway journey times – Airport to Terrace Tunnel in morning peak	Up to **3 min*** less		little change	
Vehicles removed from local streets in the morning (per hour)	**500** fewer vehicles		**350** fewer vehicles	**200** fewer vehicles
30-year Cost	**$7.4** billion	**$7.0** billion	**$6.6** billion	**$5.8** billion
Construction duration	**10-15 years** (assuming concurrent construction of some aspects)		**8-12 years** (assuming concurrent construction of some aspects)	

* Depending on the configuration of the Mt Victoria tunnel. This result assumes a diagonal tunnel.

Carbon Outcomes

Option 1	Option 2	Option 3	Option 4
- higher carbon emissions from construction of a new Mt Victoria Tunnel and Arras Tunnel extension - very good carbon reductions from more people walking, biking and using public transport - more people can live closer to town, reducing the distances people need to travel	- higher carbon emissions from construction of a new Mt Victoria Tunnel and Arras Tunnel extension - good carbon reductions from more people walking, biking and using public transport - people can live closer to town, reducing the distances people need to travel	- much lower carbon emissions from construction - good carbon reductions from more people walking, biking and using public transport - more people can live closer to town, reducing the distances people need to travel	- much lower carbon emissions from construction - very good carbon reductions from more people walking, biking and using public transport - more people can live closer to town, reducing the distances people need to travel

The path forward

3-year programme

- Transforming the Golden Mile
- Thorndon Quay and Hutt Road improvements
- Central city pedestrian improvements
- Cobham Drive Crossing and SH1 speeds east

2018

2020 — Business case development and engagement

2021 - 22 — **Detailed design**

2021 - 24 — Implementation

City Streets

Walking, cycling and bus priority improvements on 19 corridors between the suburbs and the central city

2018

2020 — Business case development

2021 - 22 — **Indicative Business Case (IBC)**

Rolling programme of work including:

- Detailed business case investigation
- Engagement
- Detailed design
- Implementation

2031 — Completion

Transformational programme

- Mass rapid transit
- Basin Reserve improvements
- Extra Mt Victoria Tunnel
- Smarter transport network

2018 — Programme Business Case (PBC)

2020 — Initial assessments

▶ Public engagement

2021 - 22 — **Indicative Business Case (IBC)**

2022 - 24 — **Detailed Business Case (DBC)**

2024 - 27 — **Design Phase**

2028 — Construction (8-15 years)

Getting feedback from all Wellingtonians

This engagement

Focused on mass rapid transit

Some information on Basin Reserve and extra Mt Victoria tunnel

We need you to tell us how you want to move through the city, and the routes you want

We welcome your feedback

Visit lgwm.nz/hello and give us your feedback

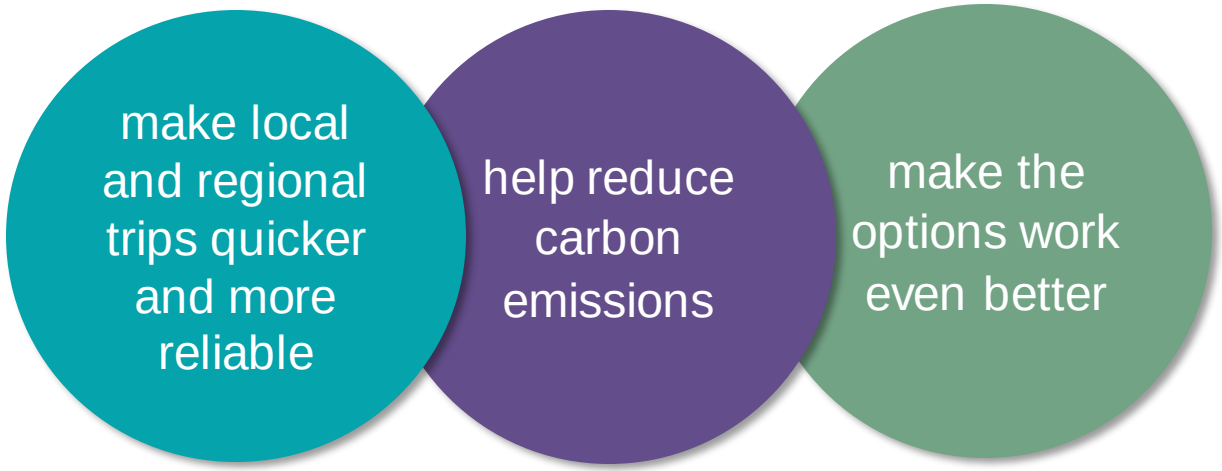
Come along to a LGWM event

- Open days
- Pop up events
- Online webinar
- WCC “Our City Tomorrow” roadshow

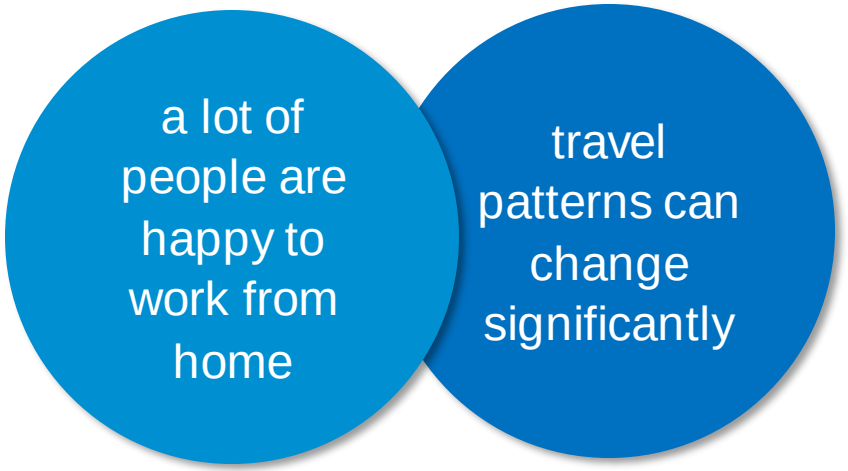
Changing the way we travel

- We're looking at a range of things to encourage people to consider other ways of getting around.
- The sort of things we're looking at include working with schools and workplaces to provide other options, and 'pricing' options such as a parking levy or congestion charge.
- We will be consulting further on these as we move into future phases of the programme.

These positive changes in travel behaviour would:



Covid-19 has shown:



Questions