

# Light Rail

Moving the most people possible to Island Bay, beautifying the Basin Reserve, supporting the most housing and urban development, and bettering our streets for everyone.

## Route south and east

Light rail from the Wellington Railway Station along waterfront quays and continuing to Wakefield Street, turning right onto Cambridge Terrace and along to the Basin Reserve.

- **Light rail towards Island Bay** around the west side of the Basin Reserve and up Adelaide Road to Wellington Regional Hospital (dedicated lane) following Riddiford Street, through Berhampore to Island Bay (shared lane).
- **Bus towards Miramar and the airport**, with dedicated bus lanes from Kent/Cambridge Terrace around the east side of the Basin Reserve through a tunnel to Wellington Road or Ruahine Street. Continues with dedicated bus lanes along Kilbirnie Crescent around Cobham Drive roundabout to Wellington Airport or the Miramar shops. Buses then share with other traffic to Miramar north and Seatoun.

## What happens at the Basin?

**It's no longer a roundabout**

- **Over Arras Tunnel for light rail and local travel:** Arras Tunnel is made longer so that light rail, buses, vehicles and people can travel over it.
- **Through Arras Tunnel for highway traffic:** Highway traffic heading north from Mt Victoria Tunnel passes around the northern side of the Basin Reserve and into the extended Arras Tunnel and is physically separated from local traffic.
- **Walking and cycling:** Provides new walking and cycle paths around, and connections to, the Basin Reserve.

## What happens at Mt Victoria Tunnel?

A new tunnel is constructed through Mt Victoria and, combined with the existing tunnel provides:

- A dedicated walking and cycle path.
- One dedicated public transport lane in each direction.
- One lane in each direction for all other vehicles.
- Hataitai Bus Tunnel remains for local buses.

