Have your say... on Let's Get Wellington Moving

PUBLIC FEEDBACK IS OPEN UNTIL FRIDAY 15 DECEMBER 2017
Getting Wellington moving

Let’s Get Wellington Moving is a joint initiative between Wellington City Council, Greater Wellington Regional Council and the New Zealand Transport Agency. Our focus is the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, Wellington Hospital and the eastern and southern suburbs.

We are working with the people of Wellington to develop a transport system that supports your aspirations for how the city looks, feels and functions. The programme partners want to support Wellington’s growth while making it safer and easier for you to get around.

WHAT ARE WE SEEKING FEEDBACK ON?

We have come up with four scenarios for how we could develop Wellington’s transport system. We’re seeking your feedback until 15 December.

The scenarios have different benefits and costs, and would impact the city in different ways. It’s important to keep these things in mind when you have your say.

You can help by telling us:

• What you like or don’t like about each scenario
• What you would change about each scenario
• How far you would go in making changes and why
• Any other feedback you would like to share.

HOW DO I PROVIDE FEEDBACK?

• Go to getwellymoving.co.nz and fill in the online survey
• Complete and return the freepost feedback form on the back page of this leaflet
• If you have difficulty completing the form you can call us on (04) 499 4444 and we will help you.

You can also talk to us in person at:

<table>
<thead>
<tr>
<th>LOWER HUTT, Walter Nash Centre</th>
<th>JOHNSONVILLE Community Centre</th>
<th>PORIRUA Night Market</th>
<th>KILBIRNIE, ASB Sports Centre</th>
<th>CITY, Te Wharewaka o Pōneke</th>
</tr>
</thead>
<tbody>
<tr>
<td>20/22 Taine Street</td>
<td>3 Frankmoore Avenue</td>
<td>8 Cobham Court</td>
<td>72 Kemp Street</td>
<td>2 Taranaki Street, Wellington Waterfront</td>
</tr>
<tr>
<td>4pm – 7pm</td>
<td>4pm – 7pm</td>
<td>5pm – 8:30pm</td>
<td>4pm – 6pm</td>
<td>12pm – 2pm and 5pm – 7pm</td>
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<tr>
<td>Wednesday 22 November</td>
<td>Tuesday 28 November</td>
<td>Thursday 30 November</td>
<td>Monday 4 December</td>
<td>Tuesday 5 December</td>
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</tbody>
</table>

WHAT WILL WE DO WITH YOUR FEEDBACK?

We will consider all feedback and report this back to you by March 2018. If you provide your contact details, we can send you the link or a copy of the report.

We’ll use your feedback to help develop a preferred scenario. This could be one of the four scenarios or a new one that includes parts of the scenarios we are presenting now. The preferred scenario will include more information on timing and cost.

There will be more opportunities to have your say as we move to more detailed stages of investigation and design.

MORE INFORMATION

This leaflet and feedback form provide basic information about the project and the four scenarios we are seeking feedback on. More information including background reports and frequently asked questions are available at getwellymoving.co.nz.
What’s the problem?

Wellington is a great place to live, work and visit but our transport system is starting to impact on Wellington’s liveability and economic growth.

Last year we asked you what you liked about the city and its transport system and what you found frustrating. We received over 10,000 responses and used these to develop 12 guiding principles which you can see on the website.

OPPORTUNITIES FOR CHANGE

Wellington’s harbour, hills, and compact central city with its high concentration of jobs and people present a number of issues for our transport system.

As Wellington grows, these issues will become more challenging. Our forecasts show that in 30 years, the Wellington region will be home to 100,000–150,000 more people, with up to 50,000 more jobs. By 2026, without further investment in our transport system, travel times by car and public transport are expected to be up to 25% longer on some key routes, and the cost of congestion to the economy is expected to increase by up to 50%.

Improvements are needed to make our transport system work for everyone, and make the most of what the city has to offer. The map on this page shows some of the key opportunities for change.

HOW SHOULD WE DEVELOP OUR TRANSPORT SYSTEM IN WELLINGTON?

Our goal is to move to a transport system that:

- Enhances the liveability of the central city
- Provides more efficient and reliable access
- Reduces reliance on private vehicle travel
- Improves safety for everyone
- Is adaptable to disruptions and future uncertainty.

Our work has shown that we can’t solve our problems by just building new roads. We don’t have the space, and experience around the world has shown that simply increasing road space has only a short-term benefit. We need a plan that includes all of the ways people travel.

MOVING MORE PEOPLE WITHOUT MORE VEHICLES

To support liveability as Wellington grows, we need to move more people without more vehicles. That means:

- Prioritising routes in the central city for walking, public transport, and cycling
- Encouraging more people to walk, use public transport, and bike into and out of the central city
- Improving access to key regional destinations such as the hospital and airport while minimising the impact on the central city.

SCENARIOS

We have come up with four scenarios to show what sorts of things we could change. You will see a strong focus on public transport in all scenarios. The options shown are illustrative only, and other options are possible. Further investigation and design work will be done later in the programme.

The scenarios build on each other, starting with a basic package, adding in more changes that unlock more opportunities from one scenario to the next.

Scenario A is the quickest and cheapest to build, but delivers limited benefits. As the scenarios become bigger and more complex towards Scenario D, they deliver more value and better alignment with our principles, but would take longer to build and would cost more.
Scenario A

PRIORITISE PUBLIC TRANSPORT, WALKING AND CYCLING IN THE CENTRAL CITY.
Reduce speed limits and prioritise key central city streets for walking, cycling and public transport to make travelling by bus quicker and create a safer and more attractive environment for people on foot and on bikes.

Cost: $150m – $200m

Time to construct: 1.5 – 2.5 years
Scenario B

Improvements in Scenario A, plus: BETTER CONNECTIONS TO THE EAST AND SOUTH

An extra Mt Victoria tunnel and separating east-west traffic from other movements at the Basin Reserve would deliver faster and more reliable public transport connections to the south and east, and allow mass transit from the station to Newtown and the airport. This would also make it easier for everyone, including people walking and on bikes, to get to and from the southern and eastern suburbs.

Cost: $700m – $900m*

Time to construct: 5 – 7 years*

* Includes enhanced bus mass transit. Light rail would add $350m – $500m, and increase the time to construct by about 18 months.

More information on mass transit and the Basin Reserve is on pages 8 – 9.
Scenario C

Improvements in Scenario B, plus: LESS CONFLICT WITH TRAFFIC AND REDEVELOPMENT OPPORTUNITIES IN TE ARO

A new city tunnel would remove much of the conflict between people walking and on bikes and traffic travelling through Te Aro. It would also make bus travel more reliable. It would reduce traffic on Vivian Street and Kent/Cambridge Terrace, and provide redevelopment opportunities, including new buildings and public spaces above the tunnel.

Cost: $1.5b – $1.8b*

Time to construct: 7 – 10 years*

* Includes enhanced bus mass transit. Light rail would add $350 – $500m, and increase the time to construct by about 18 months.

More information on mass transit and the Basin Reserve is on pages 8 – 9.
Scenario D

Improvements in Scenario C, plus: BETTER ACCESS FROM THE NORTH AND LESS WATERFRONT TRAFFIC

Building an extra Terrace Tunnel would improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to get to and from the waterfront.

Cost: $1.9b – $2.3b*

Time to construct: 10+ years

* Includes enhanced bus mass transit. Light rail would add $350m – $500m and increase the time to construct by about 18 months.

More information on mass transit and the Basin Reserve is on pages 8 – 9.
What about...?

**MASS TRANSIT**

Any plan that is considered for Wellington needs to include options for how mass transit could be developed in the future. Mass transit is a high capacity, high quality form of public transport, usually separated from other traffic. It could be either light rail transit (LRT), new generation electric buses, or another form of mass transit.

We have investigated what the future demand for mass transit could be, when it would be needed and the best route for it to travel. Our work has confirmed that the best route is from the railway station to Newtown and Kilbirnie/airport via the Golden Mile and the Basin Reserve.

Current growth rates for the city suggest the point at which demand would justify mass transit is about ten years away. In the short term, we need to improve the quality and reliability of buses on the preferred route. This means separating buses from other traffic and giving them priority.

To move to mass transit in future, we need to make changes to our road network at the Basin Reserve and through Mt Victoria so mass transit vehicles don’t get held up by other traffic. Scenario A does not provide a pathway to mass transit, but Scenarios B, C and D do.

The cost estimates for our scenarios assume an enhanced bus mass transit system on this route. An extra $350 – $500 million would be needed for LRT.

Trigger points for investment in mass transit relate to passenger demand, and the potential for urban development along the route. These need to be built into our planning, so we are prepared for the investment when the trigger points are reached. Our planning should also take account of rapidly changing technology and the opportunity for new forms of mass transit.

**TECHNOLOGY CHANGES**

Exciting developments in transport technology are on the horizon. Innovations such as electric vehicles, connected and autonomous vehicles and changes to how we access and use data and information systems could have a major impact on our demand for transport, and the types of services and infrastructure that we need in future. We need to make sure that anything we plan is flexible enough to cope with these changes.

**CHANGING TRAVEL BEHAVIOUR**

In our growing city we need to manage how people use the transport network, not just build more space for vehicles. We can do this by changing travel behaviour using tools such as travel planning, flexible work hours and ride-sharing.

Another option is to introduce some form of road pricing such as congestion charging. A range of possible options could be used in Wellington, although most would require a change in the law. A levy on parking in the central city could also be considered. We have not specifically included any road pricing in our scenarios, but we will be looking at the role that pricing might play in the longer term.
THE BASIN RESERVE

The Basin Reserve is a unique feature of Wellington and presents a transport challenge. With the current road layout, the Basin creates a bottleneck because of conflicts between transport flows. There are issues with travel to and from the airport, the eastern and southern suburbs, and the hospital.

A proposal to build a bridge alongside the Basin Reserve was rejected by a Board of Inquiry in 2014. There are a range of other options that could be used to address the challenges at the Basin, and our scenarios include different approaches.

In Scenario A, the existing road layout at the Basin would be improved without any bridges or tunnels being built. In scenarios B, C, and D, changes would involve bridges and/or tunnels to separate conflicting transport movements, enabling much better public transport, and future mass transit.

The maps show some high-level ideas for how this might be achieved. Further investigations, design and consultation would be required before detailed options at the Basin are developed.

SOME POSSIBLE BASIN RESERVE ROAD LAYOUT CHANGES

LOCAL ROADS UNDER/OVER STATE HIGHWAY 1

LOCAL ROADS UNDER/OVER STATE HIGHWAY 1

STATE HIGHWAY 1 UNDER LOCAL ROADS

Images are illustrative only
## Comparing the Scenarios

The table shows an assessment of how the scenarios will perform against a selection of key measures. Relative to what would happen if we don’t make any changes.* The scale of benefits (green shading) or impacts (orange shading) is broadly indicated by the coloured shading in the table – the darker the shading, the greater the benefit or impact. For more information and to see how the scenarios contribute to our principles, visit getwellymoving.co.nz.

### Benefits and Impacts

<table>
<thead>
<tr>
<th>Better Urban Form &amp; Amenity</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>Scenario D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Public Spaces along the Golden Mile</td>
<td>Scenario A benefits plus Supports growth areas Adelaide Road and in the eastern suburbs</td>
<td>Scenario B benefits plus Supports urban renewal and improved public spaces in Te Aro, and along Kent, Cambridge, Vivian</td>
<td>Scenario C benefits plus Improved public spaces and better waterfront access</td>
<td></td>
</tr>
<tr>
<td>Less Traffic in the City Centre</td>
<td>Morning peak; 500 to 750 (2-3%) fewer vehicles in the central city</td>
<td>Morning peak; 250 to 500 (1-2%) fewer vehicles in the central city</td>
<td>Morning peak; 250 to 500 (1-2%) fewer vehicles in the central city</td>
<td>Morning peak; 750 to 1000 (3-4%) fewer vehicles in the central city</td>
</tr>
<tr>
<td>Easier to Walk in the City Centre</td>
<td>People walking wait less time to cross roads when walking in the city centre (up to 25% reduction at Cuba/Vivian)</td>
<td>People walking wait less time to cross roads when walking in the city centre (up to 25% reduction at Cuba/Vivian)</td>
<td>Scenario B benefits plus People walking don’t wait to cross SH1 at Cuba St/Karo Dr (+ up to 50% reduction at Cuba/Vivian)</td>
<td>Scenario C benefits plus People walking wait less time to access the waterfront from the city (up to 50% reduction across quays)</td>
</tr>
<tr>
<td>Safer &amp; Easier to Cycle in the City</td>
<td>People on bikes mix with less traffic and slower traffic in the city centre, with some cycle lanes</td>
<td>Scenario A benefits plus better link to the east through Mt Victoria for people on bikes</td>
<td>Scenario B benefits plus better cycling experience through Te Aro for people on bikes</td>
<td>Scenario C benefits plus better cycling experience along the quays and to the waterfront</td>
</tr>
<tr>
<td>More People take Public Transport</td>
<td>Morning peak; 200 – 250 (3-4%) more passengers from the south and east</td>
<td>Morning peak; 250 – 500 (4-8%) more passengers from the south and east</td>
<td>Morning peak; 500 – 700 (8-12%) more passengers from the south and east</td>
<td>Morning peak; 600 – 900 (10-14%) more passengers from the south and east</td>
</tr>
<tr>
<td>Quicker, More Reliable Public Transport Journeys</td>
<td>3 – 4 minutes (5-8%) quicker for morning peak journeys between Island Bay/Miramar and Wellington Station</td>
<td>9 – 12 minutes (20-25%) quicker for morning peak journeys between Island Bay/Miramar and Wellington Station</td>
<td>12 – 16 (25-35%) minutes quicker for morning peak journeys between Island Bay/Miramar and Wellington Station</td>
<td>12 – 16 minutes (25-35%) quicker for morning peak journeys between Island Bay/Miramar and Wellington Station</td>
</tr>
<tr>
<td>More Reliable Travel Times by Car, Truck, Van</td>
<td>No change for journeys on SH1 between Johnsonville and Airport</td>
<td>10 - 20% quicker/more reliable for westbound journeys on SH1 between Airways and Johnsonville (no change eastbound)</td>
<td>10 - 20% quicker/more reliable for westbound/eastbound journeys on SH1 between Johnsonville and Airport</td>
<td>10 - 20% quicker/more reliable on SH1 from Airport to Johnsonville</td>
</tr>
<tr>
<td>More Resilient Transport Network</td>
<td>Small improvement in transport network delays and disruptions</td>
<td>Medium improvement in transport network delays and disruptions</td>
<td>Large improvement in transport network delays and disruptions</td>
<td>Large improvement in transport network delays and disruptions</td>
</tr>
<tr>
<td>A Safer Transport Network</td>
<td>In the CBD. Less traffic, slower speeds</td>
<td>In the city to and from Te Aro Safer transport infrastructure separating people from traffic</td>
<td>In the city, to the east and in Te Aro Safer transport infrastructure separating people from traffic</td>
<td>In the city, to the east, Te Aro and the waterfront Safer transport infrastructure separating people from traffic</td>
</tr>
<tr>
<td>Cost</td>
<td>$150-200 million</td>
<td>$700-900 million</td>
<td>$1.5-1.8 billion</td>
<td>$1.9-2.3 billion</td>
</tr>
<tr>
<td>On-street Parking</td>
<td>Moderate impact</td>
<td>Moderate impact</td>
<td>Wider impact</td>
<td>Wider impact</td>
</tr>
<tr>
<td>Built Environment and Heritage</td>
<td>No impact</td>
<td>Some impact</td>
<td>Mixed impact</td>
<td>Mixed impact</td>
</tr>
<tr>
<td>Emissions</td>
<td>Minor impact fewer emissions from less inner-city traffic, but offset by congestion on some routes</td>
<td>Minor impact fewer emissions from less inner-city traffic, increased traffic to east but less congested</td>
<td>Minor impact fewer emissions from less inner-city traffic, increased traffic to east but less congested</td>
<td>Minor impact fewer emissions from less inner-city traffic, increased traffic to SH1 but less congested</td>
</tr>
<tr>
<td>Construction Disruption</td>
<td>1.5 – 2.5 years</td>
<td>5 – 7 years</td>
<td>7 – 10 years</td>
<td>but could be less with concurrent construction</td>
</tr>
</tbody>
</table>

*Assessment based on expected conditions in 2026.
**Scenario A**  
Prioritise public transport, walking and cycling in the central city.

**Scenario B**  
Improvements in Scenario A, plus: better connections to the east and south.

**Scenario C**  
Improvements in Scenario B, plus: less conflict with traffic and redevelopment opportunities in Te Aro.

**Scenario D**  
Improvements in Scenario C, plus: better access from the north and less waterfront traffic.

PLEASE COMPLETE THIS FEEDBACK FORM AND RETURN IT TO US BY 15 DECEMBER 2017.

Or you can provide feedback online at getwellymoving.co.nz

If you have difficulty completing the form, please call us on (04) 499 4444 and we will help you.

Please complete this feedback form and return it to us by 15 December 2017.

**Scenario A**

**Scenario B**

**Scenario C**

**Scenario D**

**What DO YOU LIKE about this scenario?**

**What DON'T YOU LIKE about this scenario?**

**What WOULD YOU CHANGE about this scenario?**
Feedback form (page 2 of 2)

HOW FAR WOULD YOU GO?

Scenario A  Scenario B  Scenario C  Scenario D

WHY?


