

# A walkable city

Better walking priority and facilities

Contributes to 50% improvement in amenity rating

## Outcomes

- A city that is safe and attractive for people to walk around

## Overview

- Accessibility and amenity improvements – including widened footpaths, improved crossings and priority, shelter, signage, lighting
- Setting safer speeds for vehicles
- Larger scale walking improvements, to support high-quality public spaces, for example Dixon Street.
- Walking improvements included in major programme components, for example high-quality walking access through Mt Victoria
- Safe crossing of SH1 on Cobham Drive.

## Key Issues

- Some walking improvements are dependent on the delivery of parts of the major programme



Artist's Impression – Possible Solution

**Estimated Capital Cost:** \$95 million (walking improvements through Mt Victoria included in other costs)

## Next Steps

- Investigate, design, and implement early delivery programme
- Investigate and design other walking improvements

## Early delivery

- Pedestrian improvements in the central city
- Safer speeds in the central city and on SH1 east of Mt Victoria
- A new crossing on Cobham Drive

DRAFT



# Connected cycleways

Creating a connected and safe cycling network

Cycling level of service to increase from 'poor' to 'good'

DRAFT

## Outcomes

- A connected and safe central city cycleway network integrated with the wider cycleway network

## Overview

- Implement cycleways as part of corridor improvements on Featherston Street, Thorndon Quay, Courtenay – Dixon St, Taranaki Street, Willis Street, Victoria Street, Kent and Cambridge Terraces, and Bowen Street
- Setting safer speeds for vehicles
- Cycling improvements included in major programme components, for example high-quality cycling access through Mt Victoria

## Key Issues

- Requires significant removal of on-street parking
- Some cycling improvements are dependent on the delivery of parts of the major programme



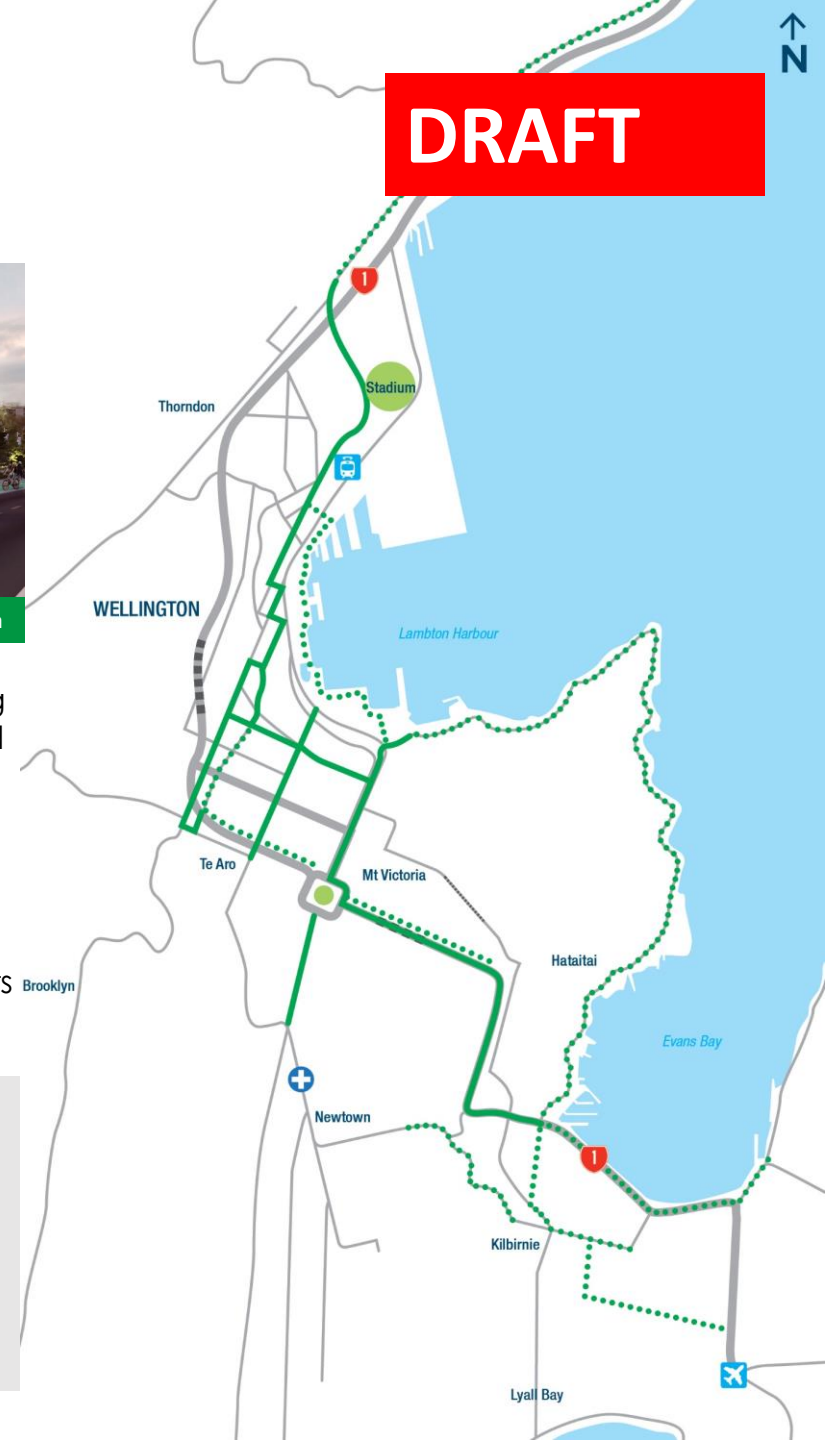
**Estimated Capital Cost:** \$40 million (cycling improvements through Mt Victoria included in other costs)

## Next Steps

- Investigate, design, and implement early delivery programme
- Design long term cycleway improvements integrated with the rapid transit system

## Early Delivery

- Setting safer speeds for vehicles in the CBD and along SH1 east of Mt Victoria tunnel
- Start to deliver connected cycleways along Thorndon Quay and part of the Golden Mile



# Public transport – to/through the city and to the north

High priority access to and through Wellington including a dual PT spine

## Outcomes

- A reliable public transport system that enables Wellington to grow and encourages mode shift to public transport
- A significant increase in public transport patronage
- A 30% increase in rail peak patronage, contributing to an increase in public transport mode share, reducing pressure on the road corridors

## Overview

- A dual public transport spine through the central city with dedicated public transport lanes on Golden Mile and Waterfront Quays
- Unlocking rail network capacity and resilience across the region (progressed outside LGWM)
- High-quality, high frequency, bus priority services along core public transport corridors to the city from the north, west, south, and east.

## Key Issues

- Requires system change management to address effects of temporarily reducing transport corridor space
- Requires considerable removal of on-street parking
- Interdependent with decisions on the rapid transit corridor in the central city



Artist's Impression – Possible Solution

## Estimated Capital Cost:

\$360 million

Additional \$101 million rail improvements funded outside of LGWM

## Next Steps

- Investigate, design, and implement early delivery programme
- Detailed investigation integrated with a rapid transit system
- Coordinate with regional partners to progress rail improvements
- Investigate additional rail capacity requirements over time.

## Early Delivery

- Bus priority enhancements on Golden Mile, Thorndon Quay, Hutt Road and core routes into the city





# Smarter transport network

Technology, integrated operations, and demand management

Supports a reduction in  
car trips entering CBD

## Outcomes

- A well-managed transport system that makes best use of infrastructure and helps smooth transition through implementation of the indicative package
- Provides 20% reduction in bus dwell times
- Supports doubling of public transport trips to the central city in the morning peak
- Manages the number of vehicles entering central city

## Overview

- Full integrated ticketing (progressed outside of LGWM)
- Transition to integrated transport network operating system
- Travel demand management measures :
  - Mobility as a Service (MaaS)
  - Parking policy improvements
  - Education and engagement

**Estimated capital cost:** \$80 million

## Key Issues

- Critical to help manage disruption and impacts during construction, including temporary measures (which have not been costed)
- Requires extra public transport capacity in place (especially to the north) before demand management is introduced so there are practical alternatives to car travel

## Next Steps

- Coordinate with national/regional partners to implement MaaS, integrated ticketing, and integrated transport network operating system
- Detailed investigation into system change management and demand management along with other programme components
- Detailed investigation into the most appropriate parking policy to achieve demand management objectives, in association with regional and national partners



**DRAFT**

# Public transport – rapid transit

**Rapid Transit from the railway station to Newtown and the airport, supporting urban regeneration**

Supports up to 50%  
increase in land value  
close to stations

**DRAFT**

## Outcomes

- Improves travel choice through the city with attractive public transport to the hospital and airport
- Creates an opportunity to shape a more compact and sustainable Wellington City

## Overview

Provide rapid transit (or mass transit – these terms are sometimes used interchangeably) as part of the wider public transport network, with characteristics of light-rail or similar :

- High frequency services (every 10 mins or less)
- Modern, high capacity electric vehicles with superior ride quality
- Fast boarding
- Dedicated lanes with signal priority
- High quality stations with level boarding

## Next Steps

- Detailed investigation integrated with the wider public transport network
- Commence land use changes work



## Estimated Capital Cost

\$2.2 billion

## Key Issues

- Further investigations needed on:
  - Technology (vehicle type)
  - Route choice and extensions
  - Potential for urban development
  - Integration with wider public transport network
  - Funding options
- Supporting land use and policy changes needed to enable urban development and support rapid transit investment

# Unblocking the Basin

Reducing conflict between movements and modes

Supports 15-20%  
travel time reliability  
improvement CBD to  
airport/hospital

## Outcomes

- Reduced conflict between different movements and modes creating more reliable access for all modes

## Overview

- Package of minor at-grade changes to improve reliable access for all modes
- Basin Reserve grade separation between north-south movements, east-west movements, and any rapid transit corridors
- Ruled out the previous Basin Bridge proposal which was rejected by the Board of Inquiry in 2014

## Key Issues

- Need to undertake further investigation once rapid transit route is decided to determine which form of grade separation will provide the best outcomes for the transport network and the community
- Engagement with the community will be needed to develop a design that achieves transport outcomes, is sympathetic to the local geography, enhances the use of the Basin, and improves amenity around the reserve



## Estimated Capital Cost:

\$190 million

## Next Steps

- Detailed investigation alongside the rapid transit system and other programme components (e.g. extra Mt Victoria tunnel)



# Better access to the east

## Extra Mt Victoria Tunnel and Ruahine St/Wellington Rd widening

Up to 40% reduction in travel time for public transport journeys between the CBD and Airport

**DRAFT**

### Outcomes

- Improves access reliability and travel choice from the east for all modes
- Relocates through traffic away from waterfront (Evans Bay route) and Constable Street onto State Highway

### Overview

Extra Mount Victoria tunnel and widening Ruahine St and Wellington Road to improve access for public transport and dedicated walking and cycling facilities. The expectation is:

- The earlier components including public transport, walking and cycling, and rapid transit have been delivered or are underway
- A detailed business case for the project has been undertaken and updated demand modelling confirms that the projects will not undermine mode shift to public and active transport.

### Key Issues

- Requires further investigation to determine how best to integrate with public transport system and system change management
- Interdependency with Unblocking the Basin and rapid transit



**Estimated Capital Cost:** \$700 million

### Next Steps

- Detailed investigation in parallel with the rapid transit system and other major programme components

