

## **Let's Get Wellington Moving**

### **Q&A's:**

*What is Let's Get Wellington Moving and how has it come about?*

- Let's Get Wellington Moving began as a response to the termination of Basin Reserve Flyover plans. There was a protracted stalemate over the project that ended up in the High Court and was finally dropped in 2015. This was on top of a long-running argument between proponents of public transport and motorways that saw no progress for two decades.
- Because of this, a need for significant transport investment to deliver a step change in the network was recognised. Four future transport scenarios that composed of various transport improvements and infrastructure were put out for public consultation in late-2017. Public input was used to develop a recommended programme of investment. Since then, the package components have been evaluated and an indicative package and funding arrangement has been endorsed by Cabinet.

*What are the next steps for Let's Get Wellington Moving?*

- The Let's Get Wellington Moving partners will further develop the proposals in the indicative package that will make benefits, costs and other details of the package more certain. This includes developing business cases which will be put forward, along with funding requests, for approval by the Councils and the New Zealand Transport Agency.
- Wellington City Council and Greater Wellington Regional Council need to confirm their commitment to funding their share of Let's Get Wellington Moving.

*When will Let's Get Wellington Moving projects be delivered?*

- The Let's Get Wellington Moving programme is proposed to be delivered over 20 years, with early improvements aiming to begin planning this year. Some of the smaller components of the package will be delivered first including a number of the walking, cycling, public transport, and safety improvements. Larger scale projects, which will involve more detailed business cases, and planning approvals will be delivered later on.

*Who pays for Let's Get Wellington Moving?*

- Let's Get Wellington Moving is a joint initiative between central and local government. Central government will fund 60% while Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) have indicated they will pay the remaining 40%, subject to formal agreement. The rapid transit component will be financed over 50 years and financing costs will be taken on by central government.
- The Government proposes to fund 60% of the capital and operational expenditure of the Let's Get Wellington Moving indicative package. The Government also proposes that its share of rapid transit be debt financed. This brings the total proposed Government contribution, over 30 years, to \$3.8 billion.
- The Government proposes to meet the \$3.8 billion out of the National Land Transport Fund, the dedicated transport fund into which all fuel excise duty, road user charges and motor vehicle relicensing fees are paid.

*What is the impact on ratepayers?*

- Ratepayers are expected to see significant benefits to their city, through the components of the indicative package. Let's Get Wellington Moving will make the city more liveable by delivering a future-proof transport network. The key objective of the project; to move more people in fewer vehicles, which will reduce congestion and free up the roads for those that have to drive, and boost urban intensification.
- Greater Wellington Regional Council and Wellington City Council will need to decide how they can best fund their share of Let's Get Wellington Moving. They may choose to use a combination of funding mechanisms – for example general rates, targeted rates, and user charges.
- The Let's Get Wellington Moving package has been developed taking into account the likely ability of all parties to raise the necessary revenue. This is why some aspects of the initial proposals are not included.

*What about wider transport project in the Wellington region? Will they still be progressed?*

- The proposed cost to Central Government for delivering Let's Get Wellington Moving is inclusive of allowances for regional transport projects. The indicative package emphasises that there needs to be enough government funding for Let's Get Wellington Moving plus some, ensuring that regional projects are not neglected.

*Will a Wellington regional fuel tax be introduced to help fund Let's Get Wellington Moving?*

- The Prime Minister has been clear that while she remains Prime Minister, no further regional fuel taxes will be introduced.

*Will the project include light rail?*

- The proposal is to implement rapid transit. Decisions on the actual solution have not been made. Details on the route alignment and style (e.g. light rail, bus rapid transit etc.) will be made on the basis of a detailed business case.

*What will the rapid transit route be?*

- Let's Get Wellington Moving drafted a preferred route for the Recommended Programme of Investment. However, until a detailed business case is complete and the vehicle for rapid transit is confirmed, the route is also subject to significant changes.