

# Let's Get Wellington Moving – Scenario benefits and impacts

BENEFITS AND IMPACTS		SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Better urban form & amenity		Improved public spaces along the Golden Mile	Scenario A benefits plus: Supports growth areas Adelaide Road and in the eastern suburbs	Scenario B benefits plus: Supports urban renewal and improved public spaces in Te Aro, and along Kent, Cambridge, Vivian	Scenario C benefit plus: Improved public spaces and better waterfront access along and across the Quays
Less traffic in the city centre		Morning peak: 500 to 750 (2-3%) fewer vehicles in the city centre	Morning peak: 250 to 500 (1-2%) fewer vehicles in the city centre	Morning peak: 250 to 500 (1-2%) fewer vehicles in the city centre	Morning peak: 750 to 1000 (3-4%) fewer vehicles in the city centre
Easier to walk in the city centre		People walking wait less time to cross roads when walking in the city centre (up to 25% reduction at Cuba/Vivian)	People walking wait less time to cross roads when walking in the city centre (up to 25% reduction at Cuba/Vivian)	Scenario B benefits plus: People walking don't wait to cross SH1 at Cuba St/Karo Dr (+ up to 50% reduction at Cuba/Vivian)	Scenario C benefits plus: People walking wait less time to access the waterfront from the city centre (up to 50% reduction across Quays)
Safer & easier to cycle in the city		People on bikes mix with less traffic and slower traffic in the city centre, with some cycle lanes	Scenario A benefits plus: better link to the east through Mt Victoria for people on bikes	Scenario B benefits plus: better cycling experience through Te Aro for people on bikes	Scenario C benefits plus: better cycling experience along the Quays and to the waterfront
More people take public transport		Morning peak: 200 – 250 (3-4%) more passengers from the south and east	Morning peak: 250 - 500 (4-8%) more passengers from the south and east	Morning peak: 500 – 700 (8-12%) more passengers from the south and east	Morning peak: 600-900 (10-14%) more passengers from the south and east
Quicker, more reliable public transport journeys		3 - 4 minutes (5-8%) quicker for morning peak journeys between Island Bay/Miramar and Wellington station	9 - 12 minutes (20-25%) quicker for morning peak journeys between Island Bay/Miramar and Wellington station	12 - 16 (25-35%) minutes quicker for morning peak journeys between Island Bay/Miramar and Wellington station	12 - 16 minutes (25-35%) quicker for morning peak journeys between Island Bay/Miramar and Wellington station
More reliable travel times by car, truck, van		No change for journeys on SH1 between Johnsonville and Airport	10 - 20% quicker/more reliable for westbound journeys on SH1 between Airport and Johnsonville (no change eastbound)	10 - 20% quicker/more reliable for westbound/eastbound journeys on SH1 between Johnsonville and Airport	10 - 20% quicker/more reliable on SH1 from Airport to Johnsonville 20 - 30% quicker/more reliable on SH1 from Johnsonville to Airport
More resilient transport network		Small improvement in transport network delays and disruptions	Medium improvement in transport network delays and disruptions	Large improvement in transport network delays and disruptions	Large improvement in transport network delays and disruptions
A safer transport network		In the CBD: Less traffic, slower speeds	In the city and to the east Safer transport infrastructure separating people from traffic	In the city, to the east and in Te Aro Safer transport infrastructure separating people from traffic	In city, to the east, Te Aro and the waterfront Safer transport infrastructure separating people from traffic

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Cost		\$150-200 million	\$700-900 million	\$1.5-1.8 billion	\$1.9-2.3 billion
On-street parking		<b>Moderate impact</b> spaces affected on Golden Mile and Vivian St	<b>Moderate impact</b> spaces affected on Golden Mile, Vivian St, and on main routes south and east	<b>Wider impact</b> spaces affected on Golden Mile, Vivian St, and on main routes south, east and north	<b>Wider impact</b> spaces affected on Golden Mile, Vivian St, and on main routes south, east and north
Built environment and heritage		<b>No impact</b> On private property or heritage items	<b>Some impact</b> On heritage items due to works at Basin / Mt Vic / Ruahine St	<b>Mixed impact</b> On heritage items due to works at Basin/Mt Vic, Ruahine St and Karo Drive; but offset by amenity gains in Te Aro	<b>Mixed impact</b> On heritage items due to work at Basin/Mt Vic, Ruahine St, Karo Dr, and Terrace tunnel; but offset by amenity gains in Te Aro
Emissions		<b>Minor impact</b> fewer emissions from less inner-city traffic, but offset by congestion on some routes	<b>Minor impact</b> fewer emissions from less inner-city traffic; increased traffic to east but less congested	<b>Minor impact</b> fewer emissions from less inner-city traffic; increased traffic to east but less congested	<b>Minor Impact</b> fewer emissions from less inner-city traffic; increased traffic on SH1 but less congested
Construction disruption		1.5 – 2.5 years	5 – 7 years but could be less with concurrent construction	7 – 10 years but could be less with concurrent construction	10 + years but could be less with concurrent construction