

## Ministry of Transport: Aide Memoire

**To:** Hon Phil Twyford  
**From:** Marian Willberg  
**Date:** 26 March 2019  
**Subject:** Let's Get Wellington Moving - Further advice on phasing and pilot tunnel  
**OC Number:** OC190274

### **Purpose of this aide memoire**

1. This aide memoire provides you with advice on two questions in relation to the Let's Get Wellington Moving (LGWM) indicative package:
  - Is there an existing test or pilot tunnel adjacent to the current Mt Victoria tunnel that could be repurposed as a dedicated walk / cycle connection?
  - Does the phasing of projects allow the public transport, walking and cycling projects happen first?

### **Mt Victoria Pilot Tunnel**

2. We have been advised by members of the LGWM working group that there is a pilot tunnel through Mt Victoria adjacent to the existing road tunnel. It was constructed in the 1970s as part of the early planning work for a second tunnel.
3. The pilot tunnel has a small diameter (see 1974 photo below) and has since partially collapsed. It would not be suitable for walking and cycling use without reinstating the tunnel with significant additional investment to increase its size and ensure safety for users. No estimate is available of the indicative cost of this work.



Source: Stuff

### Sequencing of LGWM projects

4. The indicative phasing of the LGWM projects is illustrated in the table below.
5. This shows that the walking, cycling and public transport (north and city) elements are scheduled for completion at an early stage, as these are seen as necessary pre-requisites to encourage mode shift prior to the construction of rapid transit through the central city (which will require removal of traffic lanes along the waterfront Quays). It is expected that these elements will be completed first, ahead of the State highway investments.
6. The indicative schedule suggests that construction of rapid transit from the Railway Station to Newtown would commence around the same time as the Mt Victoria and Basin Reserve projects. While the actual start times are subject to review, the sequencing work undertaken for LGWM suggests that completion of the Mt Victoria and Basin Reserve projects should precede the construction of rapid transit on the section south of the central city.
7. The two State highway projects will be needed to mitigate the significant disruption that rapid transit construction and operation will have on the network south of the central city, especially on Adelaide Road and Riddiford Street.

**Investment Timing**

Financial Year	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48
Programme Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
<b>Project</b>																														
1 Walkable City																														
2 Connected Cycleways																														
3 PT (City and Nor h)																														
4 PT (Mass Transit to Newtown)																														
5 PT (Mass Transit to Airport)																														
6 Better Access to the East																														
7 Improving the Basin																														
8 More Reliable State Highway																														
9 Reclaiming Te Aro																														
10 Smarter Transport Network																														
11 Smarter Pricing																														
12 Early Improvements																														
Investment Spend \$b	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.3	0.4	0.4	0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.2	0.1							

**Key**    Pre Construction    Construction

**Contact:**

Marian Willberg, Manager Demand Management & Revenue

Phone: [REDACTED]      Withheld to protect privacy of individuals