

In November 2005, Wellington City Council and Greater Wellington Regional Council asked people in the northern suburbs about their public transport needs. We've used what you told us to help generate four scenarios that could meet the current and future needs of the area.

We'd like to know what you think about these scenarios

Scenario One – Enhanced Rail

The *Enhanced Rail Scenario* involves improving the existing rail services between Johnsonville and the Railway Station. The existing rail units would be replaced with either new or refurbished units from other parts of the rail network.



Scenario Two – Bus with Walking and Cycling

The *Bus with Walking and Cycling Scenario* involves replacing the current rail services with new buses running on existing streets, with the service extending through the CBD to Courtenay Place. The rail line could be transformed into a walking and cycling track or 'greenway', preserving the rail line as a transport corridor, and promoting more active forms of transport and creating new recreational opportunities. New bus routes operating through Khandallah, Wadestown and down the Ngaio Gorge would be used to replace the rail service.



Scenario Three – Busway

The *Busway Scenario* involves converting the Johnsonville rail line into a guided busway and extending services through the CBD to Courtenay Place. The busway would operate in the peak direction only, with return buses using the road network. It would be one lane wide for most of its length because of the narrow corridor, steep drops and the narrow tunnels. Buses would be fitted with a guidance system to ensure safe operation. There are a number of ways of operating the busway. One way would be to use it for a mixture of services to replace the existing trains and express services from Churton Park, Grenada Village, Glenside, Paparangi and Newlands.



Scenario Four – Light Rail

The *Light Rail Scenario* involves running new light rail vehicles on an extended Johnsonville line through the CBD to Courtenay Place. This will require improvements along the Johnsonville line and also require significant work through the CBD.



Other scenarios considered

Other scenarios considered were the extension of heavy rail, monorail and personal rapid transit (small, automated vehicles running along a separate guideway). These scenarios have not been put forward for further consideration, as they appeared to be inappropriate or unaffordable. Some also have shortcomings associated with passenger capacity, visual impacts and coverage of services.

Comparison of scenarios

The four scenarios are summarised as follows:

	Enhanced Rail	Bus with Walking and Cycling	Busway	Light Rail
Frequency	Frequency of trains 10–13 minutes during peak periods. Frequency of all other bus services 4–15 minutes during peak periods	Frequency of buses replacing trains 3–5 minutes during peak periods. Frequency of all other bus services 4–15 minutes during peak periods		Frequency of light rail services 10 minutes during peak periods (3 minutes for CBD section). Frequency of all other bus services 4–15 minutes during peak periods
Journey times	Journey times remain the same for existing rail users	Journey times increase for existing rail users who will travel on bus	Journey times similar for existing train users who travel on the busway with improvements for some express services	Journey times are similar for existing rail users who travel on light rail
Reliability	Travel time reliability for the 43% of peak period commuters who travel on train services not affected by traffic incidents and congestion	Travel time reliability for all peak period commuters, who travel on bus services, will be affected by traffic incidents and congestion, which will worsen as traffic grows	Travel time reliability for the majority of peak period commuters expected to travel on busway services will not be affected by traffic incidents and congestion	Travel time reliability for light rail services from Johnsonville to Wellington Station not affected by traffic incidents and congestion
	Travel time reliability for the 57% of peak period commuters who travel on bus services will be affected by traffic incidents and congestion, which will worsen as traffic grows		Travel time reliability for the minority of peak period commuters expected to travel on bus services not using the busway will be affected by traffic incidents and congestion, which will worsen as traffic grows	Travel time reliability for light rail services between Wellington Station and Courtenay Place affected by traffic incidents and congestion, which will worsen as traffic grows
CBD congestion and priority measures	CBD congestion and traffic incidents will impact all services which run on roads including light rail			
	CBD will require some bus priority measures to cater for general growth in public transport use	CBD will require bus priority measures for additional buses. Road capacity and parking spaces in CBD may be reduced		CBD will require significant priority measures for light rail and consequential changes to bus priority measures. Road capacities and parking spaces in the CBD will be reduced
Northern suburbs congestion	Where additional bus priority measures are provided, the resultant decrease in road space for other users will increase general congestion			
Seamless service	Seamless service not possible through CBD to Courtenay Place	Seamless service possible through CBD to Courtenay Place		
Travel and waiting conditions	Vehicles more comfortable, reliable and attractive (new buses and new or refurbished rail vehicles where applicable)			
	Waiting environment more comfortable (new bus shelters and upgraded railway stations where applicable)			
Ability to understand services	Potential for regular clock-face timetable (same time past the hour) for 10 minute frequency	Operation similar to existing bus services	Potentially confusing operation for non-regular users as different bus stops may operate at different times of the day	Potential for regular clock-face timetable (same time past the hour)
Adaptability	Difficult and expensive to change route or extend coverage of rail service	Easy to change routes and extend coverage	Difficult and expensive to change route of busway but easy to change or extend bus routes at either end	Difficult and expensive to change route or extend coverage of light rail service
Cost	Cost between 104-133% of budgeted funding	Cost between 79-88% of budgeted funding	Cost between 100-108% of budgeted funding	Cost between 138-146% of budgeted funding
Other	Closure of Box Hill Station and relocation of Raroa Station to Fraser Avenue (required for 10 minute frequency option only)	Increased recreational opportunities with walking and cycling track along Johnsonville railway line	Closure of Johnsonville railway line during construction	Disruption on Johnsonville railway line and through CBD during construction

Submission form

Wellington City Council and Greater Wellington Regional Council would like your feedback on the four scenarios. Please fill in this submission form and send it to us by 5pm, 12 July 2006 (no stamp required). Additional room for comment is provided overleaf.

Mr/Mrs/Ms/Miss/Dr (circle which applies)

First Name(s) Last Name

Street Address

Phone Email

I am writing this submission on behalf of (organisation name)

What do you think of these scenarios?

	Strongly support	Support	Neutral	Oppose	Strongly oppose
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Scenario 1 – Enhanced rail (please tick one circle)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comments

Scenario 2 – On-road bus with walking and cycling (please tick one circle)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comments

Scenario 3 – Busway (please tick one circle)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comments

Scenario 4 – Light rail (please tick one circle)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comments

There is room for further comments overleaf.

I do do not (please tick one circle) wish to be contacted about future consultation and outcomes.