

Wellington City Rail Link at a glance

This drawing explains the arrangement of a light rail system for Wellington, arranged to facilitate through rail services from the existing Wellington suburban rail system – otherwise known as tram-train. It is an amalgam of these proposals and plans:

- 1992 Superlink proposal – Transport 2000 and the Interprofessional Group
- 1993 Light rail announcement – Wellington Regional Council and NZ Rail Ltd
- 1993 Wellington Waterfront Tramway – report by Douglas Economics
- 1995 Works/MVA Light Rail Transit Feasibility Study – Wellington Regional Council & Wellington City Council
- 1999 Wellington Regional Land Transport Strategy, long-term proposals for after 2004
- 2000 SKM report on Hutt Valley light rail, for the Lower Hutt City Council
- 2006 North Wellington Public Transport Study
- 2013 Johnsonville Line Concept Report – Tom Matoff, LTK Engineering Services, California

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Issue 1, drawn by Brent Efford, 13/12/15, retitled 18/5/16.

TRAMS ACTION TRAM-TRAIN FOR WELLINGTON



WRS reimagined

- Platforms 1 & 2 redeveloped for tram-train
- Level and convenient interchange with other rail services
- Conceptually similar to Manchester Victoria rebuild
- Unused and hazardous concrete spiral ramp removed
- Redevelopment unlocks commercial potential of the site
- In focus of Railway Station, Capital Gateway and Stadium
- Connected as part of major airspace development.

Lambton Quay transitway

- Both tram tracks on western side of the median from
- Halseworth to Hunter St
- Road traffic confined to the eastern side of Lambton Quay
- Traffic in one-way loops fed from Featherston St

A one-way pair

- Willis St southbound only
- Victoria St southbound
- Designed in detail by Works/MVA 1995
- Stop outside the Public Library
- Commonly used in tram systems on narrow

Basin Boulevard

- SH1 diverted to Hania St
- Traffic just 1 lane > 1 parking in each direction
- Wide median becomes a linear park – the original Victorian design
- Tram tracks in grass
- Includes cycle & pedestrian paths
- Could include a surface stormwater overflow stream.

Adelaide Rd greenway

- Both tram tracks on east side
- Use existing road widening margin
- Grass surfacing breaks the dreary asphalt

Basin Reserve

- Both tram tracks on east side of Basin Reserve
- SH1 lanes moved away from Basin Reserve
- Tram tracks under a new pavilion or an extended embankment
- Cycle & pedestrian paths under the roadways, via a sunken courtyard
- See the detail drawing below.

The Hospital

- Terminus for Stage 2
- Interchange with low-density bus services in south and east
- Platforms shared with buses
- Access from Adelaide Rd behind existing shops, avoids John St intersection

Gold Coast University Hospital Entrance



Mc Albert Tunnel

- 400m, 4% grade
- Short, single track tram line, cycle and pedestrian route
- Gives new route to eastern suburbs since 1931
- Tunnel emergency access route for central Ebbw
- Extra drainage capacity for Newmarket



Newtown Park

- Redevelopment area
- Upgrade the underutilised sports ground
- Boost tourism to the Zoo.



The Interislander terminal

- Long-sought integration of the ferries into the CBD
- Potential direct rail connections to ALL other transport
- Connection for southbound tram-trains
- Extra line for morning peak Hutt and NIMT tram-trains bypassing WRS eliminates any possible capacity limitations



The cruise connection

- Ship-side tram connection to Interislander and cruise ships
- Regular scheduled 'pedestrian accelerator' access is more efficient and economically productive
- Direct fast links to Te Papa, Golden Mile, cable car etc will boost the Wellington cruise ship economy.



KEY:

- Tram-train track
- Waterfront tramway (tram-train compatible)
- Stations – level boarding platform c 90m
- Pedestrianised or very traffic-calmed
- Lawn track
- Exclusive RoW or lane
- Tunnel (shared with non-motor users)
- Prime redevelopment area

The schematic ...
Light rail in Wellington, as studied since the 1980s and foreshadowed in the 1999 Regional Land Transport Strategy, would involve sharing railway tracks to access the Hutt Valley and Plimmerton. It would be a regional tram-train system, as is found in Europe.
This is a schematic diagram of the whole system as it could be around 2040, with some Matangi EMUs still in service. When the Matangis are fully retired a 100% tram-train system would be quite feasible.

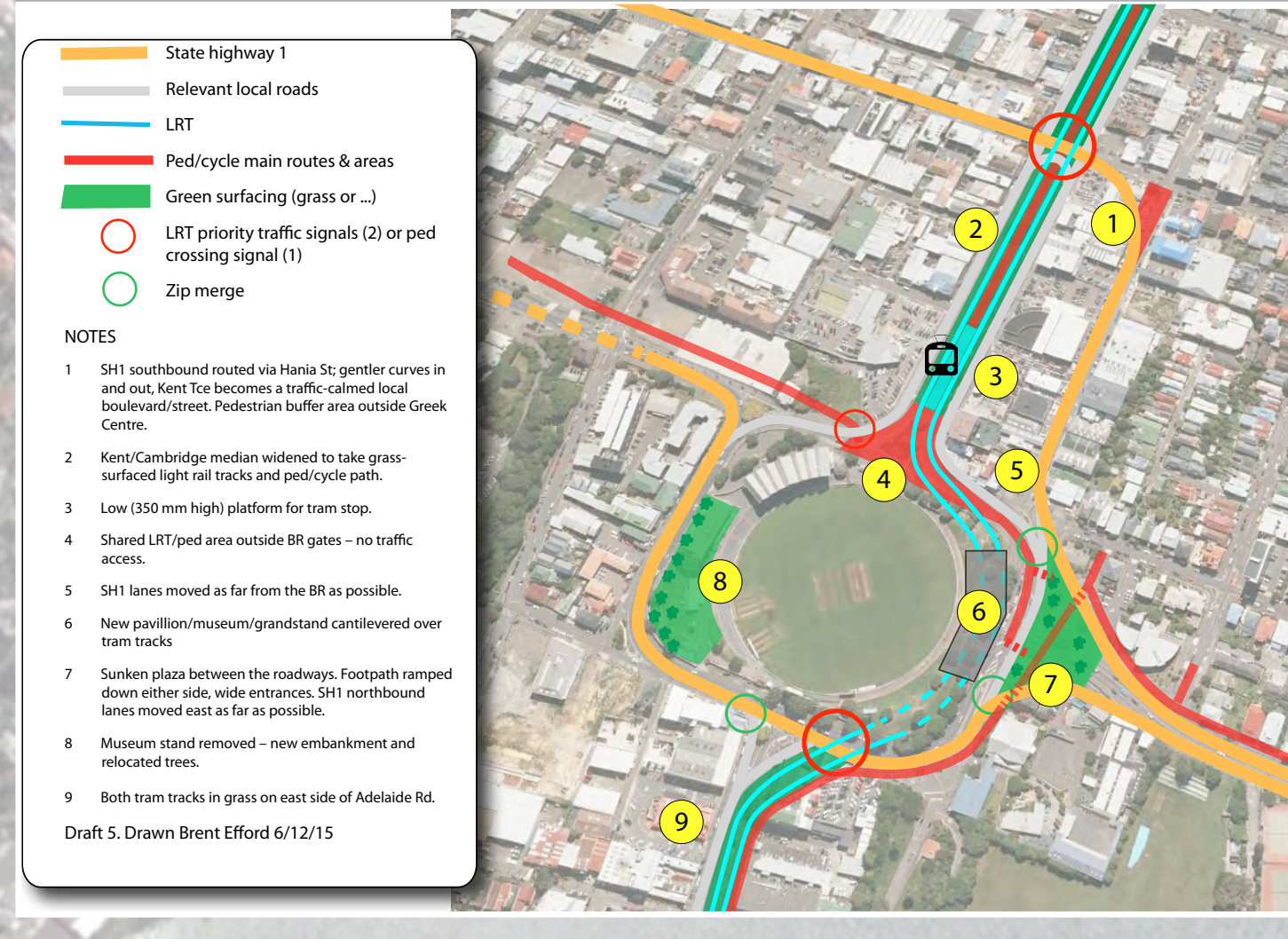


Re-plan the Basin
The abandonment of the flower plan creates a big opportunity to improve the urban ambience around the Basin Reserve. Here is how it could work with light rail and SH1 traffic moved out of Kent Tce.

NOTE:

- 1 SH1 realigned around the Basin Reserve, giving access to the Basin from the Hutt Valley, and avoiding the Basin Reserve. Potential traffic flow control Green, Centre.
- 2 New Zealand Railways (NZR) realigned to allow passenger services to the Basin Reserve.
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Drawn by Brent Efford 12/12/15



Airport connection

- Existing tunnel widened and deepened to include a single track tram line and airport service vehicles
- Tram line inside Airport boundary terminates beside the baggage claim.



Dallas Port World UK